MICROFILM

START OF ROLL

CONSTRUCTION CONTRACTS

ROLL NO. 217

CONTRACT NUMBER : 9101

1980

1980 Division St. N.E.-Trade St. 9101
S.E. (Salem) Sec. of FAU Rt. 1705
(Front St.) (Gr., pav. & signing) #5

C+A 6119 6.20.79

#7101

L

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: June 6, 1980

Donald N. Harwell

FROM: Donald N. Harwell
County/City Engineer

SUBJECT: Advance Deposit Deferral
Marion County

At your request and in consultation with Jack Sollis, Legal Counsel, the "advance deposit deferral" practice of Marion County, based on certain projects being administered by the State, a review was made and the following recommendations are hereinafter set forth:

1. The State has or should honor all requests of record to date, on advance deposit deferrals, i.e.:

	AMOUNT	APPROVED	PROJECT	WORK
A.	$ 47,900	Yes	Division St.-Court Street (Front Street)	Grading
B.	3,015	Yes	23rd-Lancaster Drive (State Street)	P.E.
C.	15,750	Yes	12th/24th (Mission)	P.E.
D.	1,603	Yes	Air/Noise Study(City Wide)	P.E.
E.	12,400	Yes	Division St.-Court Street (Front Street)	Signals/Illum.
F.	17,775	Pending	Chemawa Road-Stark Street (River Road North)	R/W
G.	3,082	Pending	Superior St.-Vista Ave. (Commercial Street)	P.E.
TOTAL	$101,525			

RECEIVED
STATE HWY ENGR
JUN 9 '80
REFER TO
FOR
Info Inves R/D D/R Sign Act File

#7101

2. All future requests from Marion County should be reviewed and discussed with the County, and in that event, either cash payment should be made, or an agreement written with an affixed rate of up to a maximum of 9% interest on further deferrals.

This matter has been discussed with Messrs. George Grove, Acting Director of Public Works, Marion County; John Green, Asst., and they are in accord with this policy should it be approved.

DNH:pf
cc: D. H. Moehring
L. W. Rulien
V. Skoog
C. O. Fredrickson
J. Sollis

APPROVED
H S Coulter
STATE HIGHWAY ENGINEER
DATE: 6/9/80

[illegible]

Contains Recycled Materials
1-125-1387

SP*75683-125

#9101

L

May 15, 1980

City of Salem
City Hall
Salem, OR 97301

AGR 4

Attention: Betty J. Marsh
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 6119

Gentlemen:

Attached for your records is a fully executed copy of a letter-form agreement with the City of Salem concerning financing of the Front Street Bypass.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKN/gnk

bc: Don Harwell (conformed agree. attached)

9101 3-80

FINAL

NOISE STUDY REPORT

DIVISION ST.-TRADE ST. (SALEM)
FAU 1705-FRONT ST.
MARION COUNTY

Prepared by
Oregon State Highway Division
Environmental Section

Lee E. Doss, Asst. Environmental Engr.

(Not Incl.)

DIVISION ST. N.E. - TRADE ST. S.E. (SALEM) SEC.

FAU 1705 (FRONT ST.)

MARION COUNTY

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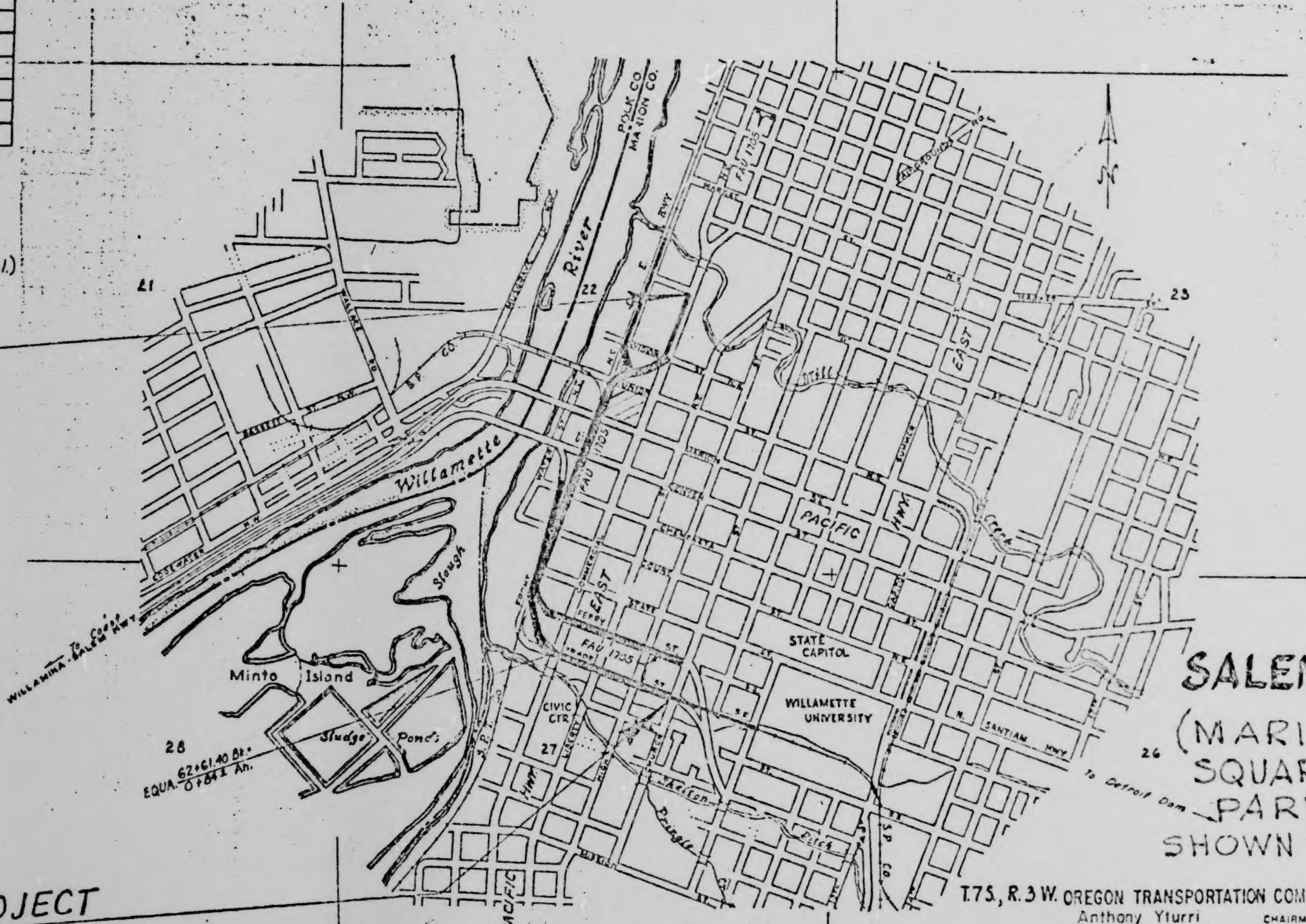
Attenuator (Not Incl.)

g Details

ion Details

PROJECT

. 17+50


21
22
23
26
27
28
River
Willamette
Slough
Minto Island
Sludge Ponds
EQUA. 62+61.40 Bk. = 0+84± Ah.
WILLAMINA - SALEM HWY. To Coast
POLK CO.
MARION CO.
FAU 1705
FAU 1705
EAST
PACIFIC HWY.
PACIFIC HWY.
EAST
STATE CAPITOL
WILLAMETTE UNIVERSITY
CIVIC CTR.
N. SANTIAM HWY.
To Detroit Dam
Creek
S.P. CO.
S.P. CO.
N

END OF PROJECT

Sta. "58" 13+75

SALEM

(MARION SQUARE PARK SHOWN ▨)

Sketch Map

T.7S., R.3W.

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Tom Walsh	VICE CHAIRMAN
Gordon Coleman	COMMISSIONER
Peter J. Brix	COMMISSIONER
Michael P. Hollern	COMMISSIONER

Description of Project

The project is an improvement of Front Street, increasing its capacity, and is intended to divert through traffic from the downtown one-way grid, principally Liberty and Commercial Streets.

Existing railroad tracks down the centerline of Front Street will be moved west of the roadway.

The project begins on Commercial north of Division Street, crosses Division, then diverts westerly to the existing Front Street. On Front Street, the routes goes southerly to State Street, then turns easterly to become Ferry Street. Six traffic lanes will be provided southerly of Center Street and four traffic lanes will be provided northerly of Center. Front will serve multiple roles as an effective local bypass of the downtown retail business area, a major north-south arterial connecting major east-west arterials, and an access to local industries and a proposed waterfront park. The improvements are part of a comprehensive plan for the localized area.

Land Use Adjacent to Project

In the five blocks westerly of Front Street between State Street and Union Street, the land has already been purchased and cleared for railroad relocation. Land uses that remain are industrial manufacturing and warehousing units, the historic Gilbert House (presently being converted into a restaurant), and neighboring small houses in the block between Center and Marion. The Bridges Marina is on the west side of Water Street, one block west of Front.

There are no other waterfront commercial enterprises nor any other buildings between Water Street and the riverbank. Areas now vacant, and those left vacant by this project and its related projects are proposed to be utilized as a riverfront park.

Land use easterly of Front Street is mixed commercial and industrial, except for Marion Square Park. The park is flat lawn, shaded by many old growth fir trees, and furnished with a few picnic tables, childrens' playground equipment and walkways.

Predicted Traffic Noise Levels

Traffic

For the Front Street Bypass Section south of Division Street, only the Build and No-Build Alternatives were analyzed. The Build Alternative assumes that the Front Street Bypass, Marion and Center Street Bridge ramps, Liberty/Commercial couplet and the I-305 Replacement Arterial will be constructed. The No-Build Alternative assumes that none of these projects are constructed.

Traffic Data Used

Traffic projections for the project were made using two computer programs. One program, Future Test System One (FTS1), loads traffic onto the existing (1975) street system plus scheduled projects. Future Test System Three (FTS-3) assumes that all projects in the Transportation Improvement Program (TIP) 1977-1982 for the Salem area would be constructed. FTS-1 and FTS-3 use loading methods that assign the traffic to the shortest routes. All traffic data used in the noise analysis is shown in Tables I and II.

No-Build Alternative

Front Street is projected to operate with ADTs ranging from 6,000 to 21,000. Even without major improvements traffic on Front Street is predicted to double by the year 2000. Traffic volumes south of the Center Street Bridge ramp would cause the level of service to drop below "D". This could cause traffic to back up on the bridge during peak periods.

The traffic on Liberty and Commercial Streets is predicted to increase, ranging from 13,000 to 31,000 ADT. Without an attractive bypass to the downtown, these traffic volumes would cause congestion throughout the downtown.

Turning movements would be allowed at all intersecting streets. However, as the traffic volumes neared capacity turning movements would become increasingly difficult. Without traffic control devices the intersections would be barriers to traffic flow.

Without major improvements, Front Street would not service as a bypass facility. This would necessitate the continuation of existing travel patterns -- through traffic would continue to use Commercial and Liberty Streets. This is contrary to

TABLE I

Existing Conditions
(1975)

Street Section	Speed	Peak Traffic Hr. Volumes	Truck Mix.-Pk. Hour %	Pk. Hr. Truck Volume	ADT
Trade Liberty-Commercial	24	134	10.3	14	3,200
Ferry Liberty-Commercial	22	193	10.5	20	4,600
Liberty Court-Chemeketa	28	701	10.5	74	16,700
Commercial Court-Chemeketa	28	685	10.5	72	16,300
Marion Commercial-Liberty	22	752	10.5	79	17,900
Center Commercial-Liberty	25	705	10.5	74	16,800
Front Court-State	30	378	10.5	40	9,000
Front Marion-Union	30	277	10.5	29	6,600
North Commercial Hood-Market	30	286	10.5	30	6,800
North Liberty Hood-Market	30	269	10.5	28	6,400
Front D-Division	30	219	10.5	23	5,200
Broadway Union-Division	27	534	10.5	56	12,700

TABLE II

Traffic Data for Noise Analysis
Year 2000

Peak hour vol = 10% of ADT
50' from near lane ℄ (2-lane)

% Truck - 5% of Peak Hour Vol. Commercial
- 4% of Peak Hour Vol. Liberty & Broadway

Street Section	Existing Speed	Peak Hour Vol. No Build	Build
		2 Lane 2 Way	2 Lane 2 Way
Front Street	30	25	
*12 Pine-Columbia		1,080	540
Columbia-River			
River-Hood			
Hood-Market			
Market-'D"		1,140	420
'D'-Division			
Division-Commercial		2 Lane	6 Lanes
Commercial-Union		1,030	4,460
		2 Lane 1 Way	3 Lane 1 Way
Commercial Street	30		
*11 Pine-Columbia		1,060	1,700
Columbia-River			
*8 River-Hood		1,260	1,900
Hood-Market			
Market-Liberty		1,500	2,080
Liberty-'D'			
'D'-Division			
Division-Union		1,990	1,070
		2 Lane 1 Way	3 Lane 1 Way
Liberty	30	25	30
Pine-Grove		950	1,810
*9 Grove-Academy		1,040	1,900
Academy-Norway			
Norway-Hood			
*7 Hood-Market			
Market-Belmont		1,120	2,080
Belmont-Commercial			

TABLE II - Continued

Traffic Data for Noise Analysis
Year 2000

Peak hour vol = 10% of ADT
50' from near lane ℄ (2-lane)

% Truck - 5% of Peak Hour Vol. Commercial
- 4% of Peak Hour Vol. Liberty & Broadway

			Peak Hour Vol.	
	Street Section	Existing Speed	No Build	Build
	Broadway-Division		1,980	300
	Division-Union			
			3 Lane 2 Way	3 Lane 2 Way
	Broadway	30		
	Pine-Spruce		1,[illegible]	1,700
	Spruce-Highland			
*10	Highland-Columbia		1,920	1,740
	Columbia-River			
	River-Madison			
	Madison-Norway			
	Norway-Hood			
	Hood-Market			
	Market-'E'		2,870	1,710
	'E'-Liberty			
	Liberty-Division			
	Division-Union		1,770	890

the purpose of this project which is to divert through traffic around rather than through the CBD.

Build Alternative - (The Selected Alternative)

Traffic volumes on the Front Street Bypass are predicted to range from 34,300 to 54,200. Traffic volumes of this magnitude are unlikely on a non-controlled access roadway. A six lane facility with turning movements, weaving movements, and signalized intersections would not attract traffic of this magnitude without major disincentives to through traffic on Liberty and Commercial Streets.

Access to side streets will be limited to ensure the unrestricted north-south traffic movement. The design calls for signals to be installed at North Front Street and at Court Street.

Left turns will be limited to turns from the bypass northbound to State Street, Court Street, North Front Street and southbound to Court Street. Consequently the prospective southbound traffic entering the grid south of Division must use Commercial or High Street to travel south. All eastwest traffic will be forced to use Court Street for access to properties west of Front Street.

The other east-west streets will permit right turns onto Front with medians preventing any left turns.

Traffic volumes on Liberty and Commercial Couplet in the CBD will range from 2,900 to 10,900 ADT-- less than half of the existing traffic volumes. East-west movement through downtown will also be reduced assuming that additional Center and Marion Bridge ramps will be constructed. The reduced traffic volumes the major downtown intersections would continue to operate at level of service "C".

Predicted Noise Levels

Method Used

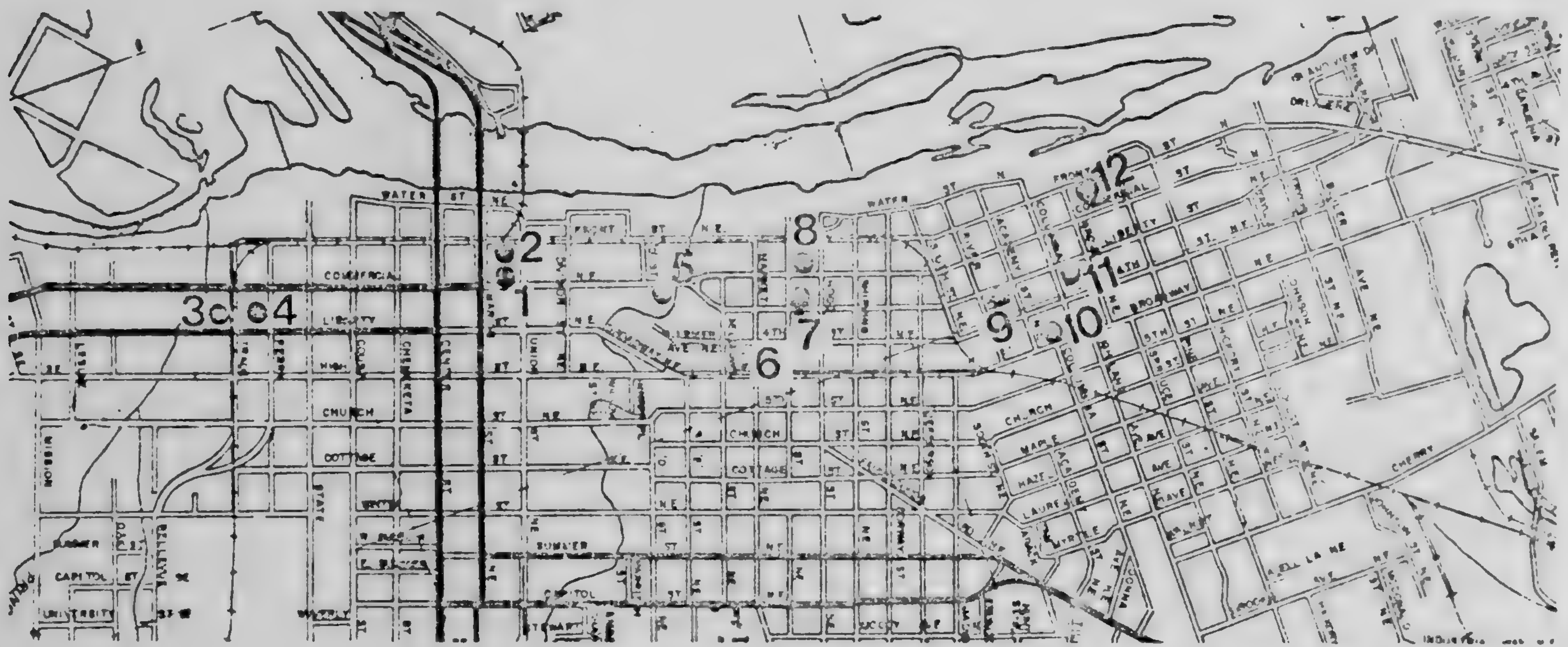
There were 12 sound level measurements taken (See Table III) in October 1977 and January 1978 in the project area. These were taken at various times in the morning and afternoon and were used to calibrate the computer model NCHRP 117/144 for making noise level predictions.

Under the selected alternative, noise levels would decrease on Commercial and Liberty Streets and increase along Front and Trade Streets south of Division Street. The selected alternative is predicted to have the lowest noise levels over several segments of the project. Predicted noise levels are summarized in Table IV.

Activities Impacted By Noise

Land use activities that will be affected by excessive noise are industrial, residential, commercial, and park land.

FRONT STREET BYPASS NOISE MEASURMENT SITES AND AMBIENT NOISE LEVELS


1
2
3
4
5
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7
8
9
10
11
12
WATER ST
FRONT ST
COMMERCIAL
LIBERTY
HIGH
CHURCH
COTTAGE
CHEMEKETA
STATE
SUMMER
CAPITOL
UNIVERSITY
BROADWAY
CHERRY

Measurement Site	1	2	3	4	5	6	7	8	9	10	11	12
Autos Per Hour	890	694	490	291	983	1170	407	508	313	507	429	359
Trucks Per Hour	99	57	24	3	79	26	40	29	9	36	43	50
Distance from Street	50'	50'	35'	31'	35'	50'	50'	50'	50'	50'	30'	50'
Time of Day	11:00 AM	11:30 AM	1:30 PM	2:00 PM	3:15 PM	3:00 PM	2:15 PM	1:45 PM	1:30 PM	9:30 PM	2:15 PM	11:00 AM
L_{10}dBA	70	71*	66	65	71	67	63	66	65	66	71	68

*Picking up noise from Marion Bridge

Note: Measurements made October 1977 and January 1978

front street bypass

TABLE IV

North of Division Street

L_{10}dBA Noise Levels at 50 ft.* during peak traffic hour

Year 2000

	Alternatives		
	Existing	No-Build	Build
FRONT STREET			
Pine-Market	67	72	66
Market-Division	67	72	64
COMMERCIAL STREET			
Pine-Market	66	72	74
Market-Division	67	74	76
LIBERTY STREET			
Pine-Market	65	69	73
Market-Division	65	71	74
BROADWAY STREET			
Pine-Market	71	74	72
Market-Division	72	77	73

*50 feet from center line of the near lane of the existing street.

On Commercial and Liberty Streets between Pine and Center Streets, the design level of L_{10}70 dBA will be exceeded by 5 dB under the selected alternative in 1997. The noise levels between Center and Trade Streets, however, will be 5 dB less in 1997 than the existing levels. This is a significant beneficial impact. The area of greatest adverse impact will be on Commercial and Liberty Streets north of Division. Average L_{10} noise levels on this section would be about 6 dB higher than the existing levels under the No-Build alternative and will be about 8.5 dB higher under the selected alternative. Such increases are considered moderate to significant. The area affected by this adverse impact is north of the project limits.

The average 20-year No-Build increase along Commercial and Liberty Streets south of Marion Street will be less than 1 dB and the average increase along Front Street south of Marion will be 7 dB. Under the selected alternative, average noise levels will decrease by 4.5 dB from the existing situation in 20 years on Commercial and Liberty Streets south of Marion Street. This is a moderate reduction and will have a positive effect on the downtown area. Noise levels will, however, increase by 8.5 dB over the existing situation on Front Street south of Marion Street under the selected alternative. This is a 1.5 dB increase and will not be significantly different than the No-Build situation.

Mitigation

Front Street from Division to Trade Streets is characterized by commercial and warehouse development. Along the east side of Front Street, most buildings are built up to the sidewalk. On the west side, the few buildings remaining are well set back from the road. Construction of noise barriers on the east side will not be feasible since there is no room between the street and the buildings to construct them. Barriers will not be constructed on the west side since no receptors on this side will be impacted as a result of improvements to Front Street.

A riverfront park and recreational development is proposed for construction along Front Street between Union and Ferry Streets, though no specific site plan has been developed. There is a potential conflict between the proposed development and this project. However, since the proposal is tentative and since no activity now occurs in this area, it will be the responsibility of the developers to incorporate appropriate noise abatement measures in the design of this development.

The houses on the west of Front Street between Center and Marion Streets are between two bridges which generate substantial amounts of noise. These houses are closer to the bridges than to Front Street; therefore, any barriers between the houses and Front Street would not significantly reduce noise levels.

Comparison of Predicted, Existing and Design Noise Levels

Existing and predicted build and no-build peak hour noise levels are listed in Tables IV and V. All levels south of Division Street presently exceed the FHWA design noise guidelines of L_{10} 70 dBA for homes, parks, etc., and some on Commercial and Liberty Streets exceed the guideline of L_{10} 75 dBA for commercial receptors.

Measurements taken in 1979 in connection with noise studies for the Center and Marion Street Bridges are in substantial agreement with these data, where measurements were taken close by. The developed data and conclusions are also in agreement pertaining to overlapping project areas. ("Noise Study Report For Draft Environmental Impact Statement, Willamette River (Center and Marion St.) Bridges, Willamina-Salem Highways, Marion and Polk Counties, Salem, Oregon.")

Marion Square Park

Park Use

Marion Square Park is a downtown park with few recreation facilities. There are presently no plans to add recreation facilities and future usage is not expected to be high.

Existing Noise Levels

Noise level measurements were taken at Marion Square Park in October 1977 and March 1979. Measured levels were L_{10} 72 dBA 50 feet from the centerline of the near lane of Commercial

TABLE V

South of Division Street

L_{10} dBA Noise Levels 50 ft.* from street at peak traffic hour

	Existing	1997 No-Build	1997 Build
COMMERCIAL STREET			
Division-Union	73	81	77
Union-Marion	78	81	78
Marion-Center	75	75	71
Center-Chemeketa	76	75	70
Chemeketa-Court	75	76	70
Court-State	75	75	70
State-Ferry	75	75	70
Ferry-Trade	76	75	71
LIBERTY STREET			
Division-Union	72	79	76
Union-Marion	77	80	78
Marion-Center	77	79	78
Center-Chemeketa	75	75	69
Chemeketa-Court	75	75	70
Court-State	76	74	70
State-Ferry	75	74	70
Ferry-Trade	74	77	71
FRONT STREET			
Division-Union	73	77	71
Union-Marion	73	78	79
Marion-Center	73	83	83
Center-Chemeketa	73	79	80
Chemeketa-Court	73	81	82
Court-State	73	81	82
State-Ferry	73	80	82
Ferry-Trade	75	80	82
TRADE STREET			
Front-Commercial	75	80	82
BY-PASS (Division-Union)			77

*50 feet from center line of the near lane of the existing street.

TABLE VI

1977 Predicted Noise Levels
Front Street Bypass Project

Location	L_{10}dBA Noise Level[1]
Commercial Street	
Division-Union	73
Union-Marion	78
Marion-Center	75
Center-Chemeketa	76
Chemeketa-Court	75
Court-State	75
State-Ferry	75
Ferry-Trade	76
Pine-Market[2]	66
Market-Division[2]	67
Liberty Street	
Division-Union	72
Union-Marion	77
Marion-Center	77
Center-Chemeketa	75
Chemeketa-Court	75
Court-State	76
State-Ferry	75
Ferry-Trade	74
Pine-Market[2]	65
Market-Division[2]	65

Location	L_{10}dBA Noise Level[1]
Front Street	
Division-Union	73
Union-Marion	73
Marion-Center	73
Center-Chemeketa	73
Chemeketa-Court	73
Court-State	73
State-Ferry	73
Ferry-Trade	75
Pine-Market[2]	67
Market-Division[2]	67
Trade Street	
Front-Commercial	75
Broadway Street	
Pine-Market[2]	71
Market-Division[2]	72
North Diagonal	
Division-Union	77

[1] 50 feet from center line of near lane of existing street at peak traffic hour.

[2] North of Division Street

TABLE VII

Number of Predicted Noise Impacts by Project Alternative

Location	Alternate 1	Alternate 2
IMPACTED RESIDENCES		
Front	25	12
Commercial	64	64
Liberty	2	92
Broadway	70	70
	161	238
IMPACTED BUSINESSES		
Front	26	27
Commercial	16	18
Liberty	11	7
Broadway	12	0
	65	52
TOTAL IMPACTED STRUCTURES		
Front	51	39
Commercial	80	82
Liberty	13	99
Broadway	82	70
	226	290

Street and about L_{10} 65 dBA from the centerline of the near lane of Front Street. The area of park within 50 feet of Commercial Street is presently impacted by levels exceeding the FHWA design noise guideline of L_{10} 70 dBA. Computer modeling predicted that peak hour levels are currently L_{10} 78 dBA 50 feet from Commercial Street and L_{10} 73 dBA 50 feet from Front Street.

Measurements at Marion Square Park (sites 1 and 2) were affected by noise from accelerating traffic on the approach ramp to Marion Street Bridge. This is important because the presence of this elevated noise source will reduce the effectiveiness of any measures to reduce noise levels at the park.

Predicted Levels

Projected levels at Marion Square Park in 1997 under the No-Build alternative would be L_{10} 81 dBA 50 feet from Commercial Street and L_{10} 78 dBA 50 feet from Front Street. The noise levels will be L_{10} 78 dBA under the selected alternative 50 feet from Commercial, which is 3 dB less than the no-build level, and L_{10} 79 dBA 50 feet from Front Street, which is only negligibly higher than the No-build level.

Impacts

The park would be impacted by a 3 to 5 dB increase in noise levels under the No-Build alternative by 1997. Under the Build alternative, noise levels will increase by 6 dB along Front Street but will not increase along Commercial Street.

The difference in the increase between the selected and No-Build alternatives along Front Street is negligble; however, the increase along Commercial Street would be 3 dB less for the selected alternative. The fact that the selected alternative will have slightly improved noise levels over the No-Build alternative suggests that although noise levels will increase moderately by 1997 at the park, this increase in traffic volumes will occur with or without the project.

Mitigation

Two types of noise mitigation barriers for the park were investigated: walls and berms. Both could partially mitigate high noise levels at the park, however, the impacts of constructing such barriers would be greater than the benefits achieved by them.

Since there is no space within the Front Street right-of-way next to the park to construct a berm, one would have to be constructed on park property. This, however, would occupy at least ten percent of the park area and would require the removal of a dozen or more large trees from the park's west side. This would be a negative impact with only a small reduction of noise. In addition, an eight to ten-foot high wall would result in a significant adverse aesthetic impact to the Marion Park vicinity, which has few structures of this type. A wall would be incongruent with the visual character of the park and the landscaped bypass. Walls or berms would also restrict access to the park for both its users and for law enforcement. To be effective, such barriers must be continuous.

To fully mitigate adverse noise levels, barriers would have to block noise from Front Street, Commercial Street, and the elevated approach ramp to Marion Street Bridge. It would not be feasible to construct a barrier to block noise from the bridge approach ramp, which is about 20 feet high at the southwest corner of the park, due to the potential size and cost of such a structure. Noise from this ramp would reduce the effectiveness of berms or walls along the Commercial and Front Street sides of the park.

A wall or berm along the Commercial Street side of the park was considered. An adverse impact of constructing walls or berms on both sides of the park would be to reduce security in the park. This could result in increased crime and decreased use.

Some aspects of the project will benefit the park. Railroad tracks that currently occupy the Front Street median will be moved 50 feet to the west, resulting in decreased noise levels from passing trains. The median of Front Street will also be raised and landscaped, resulting in a slight decrease in noise levels from southbound traffic.

Any traffic management systems employed on Front Street to reduce noise would be counter to the purposes of the project, i.e., increased traffic capacity and traffic flow. The effectiveness of such measures would be minor unless steps were taken to restrict traffic on Commercial Street and the Center Street Bridge. This cannot be done since there are no other streets upon which traffic can be rerouted. Therefore, no traffic management measures will be taken to attempt to reduce excessive noise levels.

Proposed Noise Abatement Measures

Since there are no prudent and feasible mitigation measures that could be taken to reduce excessive noise levels as a result of this project, none are proposed. It is recommended, however, that future multi-family residential buildings on North Liberty Street be constructed in such a way that no doors or windows face Liberty Street or that any windows facing Liberty Street be double-paned. This will ensure that interior noise levels are kept to a minimum.

Construction Noise Analysis

Project construction may create excessive noise that could disturb the public. Therefore, there will be time constraints on construction work in order to avoid significant disturbances at normally quiet hours of the evening, night and early morning.

Time of construction activity will be limited to between the hours of 7 a.m. and 6 p.m. on weekdays or as directed by the project engineer.

Coordination With Local Officials

Noise and other environmental concerns were addressed in the Draft Environmental Impact Statement which was circulated and commented upon by local officials. There have been two public hearings, and in addition a technical advisory committee and a citizens advisory committee met, reviewed the environmental concerns, and made recommendations. Additionaly, noise mitigation measures have been developed in cooperation with the City Department of Public Works. A copy of this report will be sent to:

1. City of Salem Planning Commission
2. Mid-Willamette Valley Council of Governments

4 1

OMB No. 04-R2089 2

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 4-13	S. DEPARTMENT OF TRANSPORTATION EDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** [illegible] 80	State: Oregon County: Marion Project No.: IX-1705(3)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Division St. N.E. - Trade St. S.E. (Salem)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	2-8-80	1.099

OTHER *(Specify)*

FUNDS PRO RATA 85%

ESTIMATED TOTAL COST OF PROJECT $ 5,500,000.00	FEDERAL FUNDS $ 4,675,000.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By D E Sw

Operation Programming Engineer
(Title)

XX For:H. S. Coulter
By

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

Date executed by Division Administrator 0

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

Oregon State Highway Division
Salem, Oregon, March 10, 1980

Federal-Aid Project
No. IX-1705(3)

Division St.-Trade St. (Salem)
FAUS 1705, Front Street
Marion County

Project Agreement Estimate.

Type Code 6204

Roadway (Sta. 17+50 thru EQ 62+61.40 = 0+84 to Sta. 13+75)

Field Laboratory	All	Required		$ 3,000.00
Mobilization	All	Required (90%)		270,000.00
Temporary Protection and Direction of Traffic	All	Required (92%)		156,400.00
Temporary Signs	884	Sq.Ft.	1.00	884.00
Temporary Barricades	63	Each	1.00	63.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	438	Lin.Ft.	1.00	438.00
Temporary Plastic Safety Markers	32	Each	1.00	32.00
Flagmen	4,500	Hr.	1.00	4,500.00
Clearing and Grubbing	All	Required		65,000.00
Removal of Structures and Obstructions	All	Required		90,000.00
General Excavation	36,100	Cu.Yd.	8.00	288,800.00
Trench Excavation	8,300	Cu.Yd.	8.00	66,400.00
Finishing Roadbed and Slopes	All	Required		30,000.00
Furnishing and Placing Topsoil	6,855	Cu.Yd.	12.00	82,260.00
Watering	115	M.Gal.	30.00	3,450.00
Structure Excavation	1,185	Cu.Yd.	12.00	14,220.00
Special Wall Backfill	880	Cu.Yd.	12.00	10,560.00
Aggregate Base	3,200	Ton	9.00	28,800.00
Lime Treated Subgrade	52,200	Sq.Yd.	1.00	52,200.00
Lime for Treated Subgrade	600	Ton	100.00	60,000.00
Treated Base Mixture	25,100	Ton	11.00	276,100.00
Cement in Treated Base Mixture	1,380	Ton	100.00	138,000.00
Class "B" Asphalt Concrete Mixture	12,500	Ton	16.00	200,000.00
Asphalt Cement in Mixture	820	Ton	110.00	90,200.00
Asphalt in Tack Coat	11	Ton	400.00	4,400.00
Structural Concrete Class 3300	650	Cu.Yd.	240.00	156,000.00
Reinforcement	44,000	Lb.	0.50	22,000.00
1 1/4-inch Electrical Conduit	125	Lin.Ft.	10.00	1,250.00
Paved Crossings	470	Lin.Ft.	24.00	11,280.00
Planked Crossings	90	Lin.Ft.	30.00	2,700.00
Turnouts	7	Each	8,500.00	59,500.00
Rail and Ties	4,900	Lin.Ft.	43.00	210,700.00
Railroad Ballast	5,100	Cu.Yd.	14.00	71,400.00
8-inch Sewer Pipe	215	Lin.Ft.	12.00	2,580.00
10-inch Sewer Pipe	36	Lin.Ft.	20.00	720.00

12-inch Sewer Pipe	5,980	Lin.Ft.	$ 18.00	$ 107,640.00
15-inch Sewer Pipe	1,270	Lin.Ft.	20.00	25,400.00
18-inch Sewer Pipe	1,580	Lin.Ft.	25.00	39,500.00
21-inch Sewer Pipe	678	Lin.Ft.	35.00	23,730.00
24-inch Sewer Pipe	666	Lin.Ft.	40.00	26,640.00
8-inch Culvert Pipe	1,150	Lin.Ft.	10.00	11,500.00
12-inch Culvert Pipe	46	Lin.Ft.	15.00	690.00
Extra for Pipe Under Pavement	780	Lin.Ft.	15.00	11,700.00
Concrete Manholes	20	Each	1,800.00	36,000.00
Concrete Inlets, Type 2	103	Each	300.00	30,900.00
Concrete Cleanouts	3	Each	300.00	900.00
Sewer Pump Station Access	All	Required		3,000.00
6-inch Drain Pipe	4,970	Lin.Ft.	6.00	29,820.00
8-inch Drain Pipe	5,800	Lin.Ft.	8.00	46,400.00
Filter Fabric	8,470	Sq.Yd.	3.00	25,410.00
Gravel in Drains	1,030	Cu.Yd.	8.00	8,240.00
Guard Rail, Type 1	113	Lin.Ft.	15.00	1,695.00
Rail End Pieces, Type A	8	Each	50.00	400.00
CL-6 Chain Link Fence	1,520	Lin.Ft.	7.00	10,640.00
Concrete Walks	5,020	Sq.Yd.	14.00	70,280.00
Concrete Driveways	1,170	Sq.Yd.	18.00	21,060.00
Sidewalk Ramps	12	Each	500.00	6,000.00
Brick Patterned Concrete Surfacing	910	Sq.Yd.	38.00	34,580.00
Concrete Curbs	790	Cu.Yd.	110.00	86,900.00
Extra for Asphalt Approaches	13	Each	400.00	5,200.00
Concrete Barrier	773	Lin.Ft.	40.00	30,920.00
Adjusting Manholes	17	Each	200.00	3,400.00
Reconstructing Concrete Manholes	1	Each	800.00	800.00
Adjusting Inlets	12	Each	100.00	1,200.00
Cleanout Conversion	4	Each	300.00	1,200.00
10-inch White Pavement Markers	10	Each	300.00	3,000.00
Furnishing and Planting Deciduous Trees	175	Each	50.00	8,750.00
Furnishing and Planting Conifer Trees	85	Each	50.00	4,250.00
Furnishing and Planting Shrubs	841	Each	16.00	13,456.00
Furnishing and Planting Vines	33,754	Each	1.00	33,754.00
Bark Mulch	116	Unit	70.00	8,120.00
Soil Conditioner	857	Cu.Yd.	10.00	8,570.00
Sod Lawn	26,280	Sq.Ft.	0.50	13,140.00
Irrigation System	All	Required		56,000.00
Removal of Existing Sign Installations	All	Required		2,500.00
Wood Sign Posts	All	Required		10,000.00
Sign Support Footings	All	Required		1,300.00
Single Sign Supports	All	Required		400.00
Structure Mounts	All	Required		700.00

Single Post Slip Base Sign Support	All Required	$	$ 700.00
Span Wire Sign Support	All Required		8,000.00
Type "A" Signs in Place	174 Sq.Ft.	22.00	3,828.00
Type "C", "D" and "R" Signs in Place	300 Sq.Ft.	12.00	3,600.00
Type "EE" Signs in Place	106 Sq.Ft.	13.00	1,378.00
Type "H" and "I" Signs in Place	41 Sq.Ft.	13.00	533.00
Type "T" Signs in Place	17 Sq.Ft.	18.00	306.00
Type "U" Signs in Place	29 Sq.Ft.	22.00	638.00
Removal of Existing Illumination	All Required		2,000.00
			$ 3,360,505.00

Anticipated Items

Railroad Protective Cost	All Required	$ 58,000.00
Work by Oregon Electric Railway Co.	All Required	161,695.00
Permanent Pavement Striping	All Required	3,500.00
Temporary Pavement Striping	All Required	1,000.00
Remove Pavement Striping Exist. & Temp.)	All Required	1,000.00
Temporary Erosion Control	All Required	15,000.00
On the Job Trainees (4 at $800)	All Required	3,200.00
Asphalt Cement Adjustment	All Required	135,000.00
		$ 378,395.00
	Subtotal	$ 3,738,900.00
	Engineering	467,362.00
	Total	$ 4,206,262.00

Length of Roadway . . . . 1.099 mi.
Cost of Roadway Per Mile $3,827,353.96

Work Retained in Program Status

Install Water Meters	All Required	$ 1,040.00
Furnish Water	All Required	850.00
Work by Salem Electric	All Required	10,000.00
Work by Pacific N.W. Bell Telephone	All Required	17,500.00
Work by City of Salem Water	All Required	15,000.00

Revise Sewer Pump Access	All Required	$ 500.00
Install Curb Drains (600 Lin. Ft.)	All Required	$ 1,500.00
Illumination & Traffic Signal Contract*	All Required	$ 1,041,516.00
		$ 1,087,906.00

*Future Contract.

SUMMARY OF FUNDS 85%

Description	Total Cost	Federal Funds	City Funds
Roadway	$4,206,262	$3,575,322	$630,940
Reserve**	1,293,738	1,099,678	194,060
TOTAL	$5,500,000	$4,675,000	$825,000

**Including Future Contract for Illumination and Traffic Signals.

Group 1 -100%
Group 8 -.00%
Contract No. 9101
Prefix: 324-1925
Prefix: 324-1041

Division St. N.E.-Trade St. S.E. (Salem)
(Nonparticipating-City work)

Mobilization	All	Required (10%)		$ 30,000.00
Temporary Protection and Direction of Traffic	All	Required (8%)		13,600.00
Temporary Signs	195	Sq.Ft.	$ 1.00	195.00
Temporary Barricades	12	Each	1.00	12.00
Flagmen	500	Hour	1.00	500.00
Trench Excavation	2,300	Cu.Yd.	8.00	18,400.00
6-inch Sewer Pipe	80	Lin.Ft.	12.00	960.00
8-inch Sewer Pipe	235	Lin.Ft.	12.00	2,820.00
10-inch Sewer Pipe	36	Lin.Ft.	20.00	720.00
12-inch Sewer Pipe	20	Lin.Ft.	18.00	360.00
16-inch Sewer Pipe	222	Lin.Ft.	40.00	8,880.00
Extra for Pipe Under Pavement	170	Lin.Ft.	15.00	2,550.00
Sewer Encasement	2	Each	800.00	1,600.00
Special Backfill Material	2,000	Cu.Yd.	8.00	16,000.00
Concrete Manholes	8	Each	1,800.00	14,400.00
Concrete Cutting	10,920	Lin.Ft.	2.00	21,840.00
Concrete Removal and Concrete Pavement Replacement	18,000	Sq.Ft.	2.00	36,000.00
Trench Excavation and Class D Backfill, 4" Line	45	Lin.Ft.	1.00	45.00
Trench Excavation and Class D Backfill, 6" Line	140	Lin.Ft.	1.00	140.00
Trench Excavation and Class C Backfill, 8" Line	327	Lin.Ft.	1.00	327.00
Trench Excavation and Class D Backfill, 8" Line	544	Lin.Ft.	1.00	544.00
Trench Excavation and Class D Backfill, 12" Line	5,069	Lin.Ft.	1.00	5,069.00
Trench Excavation and Class D Backfill, 24" Line	1,848	Lin.Ft.	1.00	1,848.00
4-inch Ductile Iron Pipe	33	Lin.Ft.	30.00	990.00
6-inch Ductile Iron Pipe	116	Lin.Ft.	16.00	1,856.00
8-inch Ductile Iron Pipe	650	Lin.Ft.	17.00	11,050.00
12-inch Ductile Iron Pipe	5,368	Lin.Ft.	22.00	118,096.00
24-inch Ductile Iron Pipe	1,776	Lin.Ft.	40.00	71,040.00
2-inch Galvanized Pipe	8	Lin.Ft.	10.00	80.00
Class 150 Ductile Iron Fittings, All Sizes	28,390	Lbs.	1.00	28,390.00
2-inch Couplings	3	Each	30.00	90.00
3-inch Couplings	1	Each	40.00	40.00
4-inch Couplings	10	Each	80.00	800.00
6-inch Couplings	8	Each	100.00	800.00
8-inch Couplings	4	Each	130.00	520.00
12-inch Couplings	2	Each	200.00	400.00

24-inch Couplings	1	Each	$1,000.00	$ 1,000.00
6"x5" Couplings	1	Each	100.00	100.00
3/4-inch Service Tap and Reconnect	40	Each	200.00	8,000.00
1-inch Service Tap and Reconnect	10	Each	300.00	3,000.00
1 1/2-inch Service Tap and Reconnect	1	Each	300.00	300.00
2-inch Service Tap and Reconnect	6	Each	400.00	2,400.00
2 1/2-inch Service Tap and Reconnect	1	Each	700.00	700.00
12-inch Butterfly Valve	19	Each	600.00	11,400.00
24-inch Butterfly Valve	5	Each	3,000.00	15,000.00
4-inch Gate Valve	8	Each	300.00	2,400.00
6-inch Gate Valve	2	Each	300.00	600.00
8-inch Gate Valve	2	Each	450.00	900.00
Fire Hydrant Assembly	14	Each	1,500.00	21,000.00
Relocate Fire Hydrant Assembly	9	Each	600.00	5,400.00
2-inch Blowoff Assembly	4	Each	400.00	1,600.00
12-inch Blowoff Assembly	2	Each	1,200.00	$ 2,400.00
				$ 487,162.00

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. X-1705(3)
STATE PROJECT NO. see below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.
ITEM NO. 80018
COUNTY NAME Marion
PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 7'80
REFER TO
FOR
Info Inves R/D D/R Sign Act File

DATE PS&E APPROVED 1/30/80
DATE AUTHORIZATION EFFECTIVE 2/28/80
FEDERAL ROUTE NUMBER FAU 1705
STATE ROUTE NUMBER City Street

GENERAL LOCATION:
Division Street NE - Trade Street SE(Salem)

GENERAL DESCRIPTION OF WORK:
Correction of authorization date

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☒ OTHER *(Specify)* See Below
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

PR 1240 with authorization date of 3/4/80 for adjustment of Salem Electric's power line is corrected to show authorization date of 2/28/80 and confirmation of the advance approval date of 2/28/80 by Mr. W. H. Kappus of this office as requested by Mr. Swan's letter of 3/20/80

DATE 3/20/80
SIGNATURE OF APPROVING OFFICIAL G. K. H
TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE 1975 611-855

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: MEMO

DATE: March 18, 1980

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Front Street Bypass Project
Deferred Payment Local Match Funds
Marion County

On this date, Chairman Yturri approved the request of the County for deferred payment of their match funds for this project no later than December 31, 1980, following appropriate agreement with the County for payment of the deposit.

cc Anthony Yturri
F. B. Klaboe
R. W. Gormsen
C. O. Fredrickson
V. E. Skoog
D. H. Moehring
E. S. Hunter

[illegible] 21-10
[illegible]

DATE: March 12, 1980

ACC 9

TO: OREGON TRANSPORTATION COMMISSION

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Deferred Payment Local Match Funds

This item was pulled from 3/25/80 agenda - approved by Yturri 3/18/80

On the Consent Calendar for the March 25 meeting will be a request from the Marion County Board of Commissioners to defer payment of their match funds for the Front Street Bypass project.

Bids were received on the Front Street project at the February 28 bid opening. The County's share of the local match funds is $47,900. The attached letter outlines the County's request to defer payment.

I recommend your approval.

Attachment

Contract
9101

GEZ:pf
bcc: F. B. Klaboe
R. Gormsen
D. H. Moehring
E. S. Hunter
R. L. Schroeder
C. T. Keasey
C. O. Fredrickson
D. E. Swan
George Bell

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FROM: G. L. Green, Division Administrator	PROGRAM NO. ITEM NO. 80018	FEDERAL AID PROJECT NO. IX-1705(3) STATE PROJECT NO. See below COUNTY NAME Marion PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 17 '80
REFER TO
FOR
Info Inves R/D D/R Sign Act File

3/17

DATE PS&E APPROVED 1-30-80	DATE AUTHORIZATION EFFECTIVE 2-28-80	FEDERAL ROUTE NUMBER FAU 1705 STATE ROUTE NUMBER City Street

GENERAL LOCATION:

Division Street NE - Trade Street SE (Salem)

GENERAL DESCRIPTION OF WORK:

Utility Adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (*Specify*) Utility Adjustment
See below

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 3-4-80 this will confirm the advance authorization date of 2-28-80 to proceed with the actual adjustments for the City of Salem's Water facilities on an actual cost basis estimated to be $58,209 - Federal funds limited to $47,477. This authorization does not require an additional obligation of funds. I approve the agreement with the City of Salem. Approval and participation for the eligible portion of the Work Authorized above is subject to the provisions of the Federal-aid Program Manual.

DATE 3-11-80	SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]	TITLE for Division Administrator

FORM PR-1240
(REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68)
WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1978—721-815

STATE OF OREGON **INTEROFFICE MEMO**

Railroad & Utilities 378-6511
DEPT. TELEPHONE

TO: H. S. Coulter
State Highway Engineer

DATE: March 11, 1980

FROM: Roger D.Trygstad
Railroad & Utility Engineer

SUBJECT: SXF: 1130
CROSSING NO:
3E-71.31 (NEW)
3E-71.30 (OLD)
CM-719.38 (OLD)

BUILDING

Attached is a copy of Order No. 80-177 issued by the Public Utility Commissioner on March 7, 1980, relative to the above subject matter.

RDT/vlw
Attach.

cc: Richard Arnold, FHWA
E. S. Hunter
C. T. Keasey
R. L. Schroeder
Ken Wolfe
R. Kuehn
C. O. Fredrickson
R. P. Hamilton
J. L. Sollis
Bob Judson
L. E. George

H. S. COULTER

RECEIVED
STATE HWY ENG
MAR 12 '80
REFER TO
FOR
Info Inves R/D D/R Sign Act File

ORDER NO. 80-177

ENTERED March 7, 1980

NEW PUC CROSSING NO. 3E-71.31
OLD PUC CROSSING NO. 3E-71.30
OLD PUC CROSSING NO. CM-719.38

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 1130

In the Matter of the Application)
of the CITY OF SALEM for the)
authority, pursuant to ORS 763.030,)
to relocate a grade crossing of)
Court Street at Front Street and)
Oregon Electric Railway Company)
(Burlington Northern, Inc.), Main)
Line, in Salem, Marion County,)
Oregon. (Front Street #10))

AMENDING
ORDER

By Order No. 80-062, entered January 28, 1980, the Commissioner duly authorized relocation of the existing grade crossing of Court Street at Front Street and the main track of the Oregon Electric Railway Company (Burlington Northern, Inc.), Main Line in Salem, Marion County, Oregon.

Paragraph 2.c. of Order 80-062 states in part: " . . . supplemented with one part-time 'NO RIGHT TURN' restriction sign in the northeast quadrant of the crossing, . . ."

By letter dated February 1, 1980, City of Salem (applicant in this matter) requested that Order No. 80-062 be amended to allow installation of the part-time turn restriction sign in the southeast quadrant of the relocated crossing, as requested in its application. Further review of the order reveals that the location of the part-time "STOP HERE ON RED" sign (order provision 2.c.) is not stated correctly.

The Commissioner finds that Order No. 80-062 should be amended as requested to conform with the locations specified in the application for the part-time turn restriction sign and the part-time "STOP HERE ON RED" sign.

RECEIVED
MAR 11 1980
RR & UTILITY UNIT

IT IS THEREFORE ORDERED that:

1. Paragraph 2.c. of the ORDER section of Order No. 80-062 which reads:

> "c. Furnish and install traffic signals at the intersection of Court Street and Front Street, supplemented with one part-time "NO RIGHT TURN" restriction sign in the northeast quadrant of the crossing, facing southbound traffic on the Center Street Bridge off-ramp, and one part-time "STOP HERE ON RED" sign east of the crossing, said signs and signals to operate as depicted in the "Railroad Pre-emption Plan" drawing attached to the application, and bear 13-7/8 percent of the cost thereof;"

is void and of no effect.

2. The following ORDERED language is to be substituted for the voided Ordering provision, to wit:

> "c. Furnish and install traffic signals at the intersection of Court Street and Front Street, supplemented with one part-time "NO RIGHT TURN" restriction sign in the southeast quadrant of the crossing, facing southbound traffic on the Center Street Bridge off-ramp, and one part-time "STOP HERE ON RED" sign west of the crossing, said signs and signals to operate as depicted in the "Railroad Pre-emption Plan" drawing attached to the application, and bear 13-7/8 percent of the cost thereof:"

3. All other provisions of Order No. 80-062 shall remain in effect.

Made, entered and effective 3/7/80.

JOHN L. LOBDELL
Public Utility Commissioner

jlr:7528F

IT IS THEREFORE ORDERED that:

1. Paragraph 2.c. of the ORDER section of Order No. 80-062 which reads:

> "c. Furnish and install traffic signals at the intersection of Court Street and Front Street, supplemented with one part-time "NO RIGHT TURN" restriction sign in the northeast quadrant of the crossing, facing southbound traffic on the Center Street Bridge off-ramp, and one part-time "STOP HERE ON RED" sign east of the crossing, said signs and signals to operate as depicted in the "Railroad Pre-emption Plan" drawing attached to the application, and bear 13-7/8 percent of the cost thereof;"

is void and of no effect.

2. The following ORDERED language is to be substituted for the voided Ordering provision, to wit:

> "c. Furnish and install traffic signals at the intersection of Court Street and Front Street, supplemented with one part-time "NO RIGHT TURN" restriction sign in the southeast quadrant of the crossing, facing southbound traffic on the Center Street Bridge off-ramp, and one part-time "STOP HERE ON RED" sign west of the crossing, said signs and signals to operate as depicted in the "Railroad Pre-emption Plan" drawing attached to the application, and bear 13-7/8 percent of the cost thereof:"

3. All other provisions of Order No. 80-062 shall remain in effect.

Made, entered and effective 3/7/80.

JOHN L. LOBDELL
Public Utility Commissioner

jlr:7528F

STATE OF OREGON **INTEROFFICE MEMO**

Railroad & Utilities — DEPT.
378-6511 — TELEPHONE

TO: H. S. Coulter
State Highway Engineer

DATE: February 6, 1980

FROM: Roger D. Trygstad
Railroad & Utility Engineer

NOTE
H. S. COULT

SUBJECT: SXF: 1130

CROSSING NO's: 3E-71.31 (NEW)
3E-71.30 (OLD)
CM-719.38 (OLD)

Attached is a copy of Order No. 80-062 issued by the Public Utility Commissioner on January 28, 1980 relative to the above subject matter.

RDT/vlw
Attach.
cc: Richard Arnold, FHWA
E. S. Hunter
C. T. Keasey
R. L. Schroeder
C. O. Fredrickson
R. Kuehn
K. Wolfe
R. P. Hamilton
J. L. Sollis
Bob Judson
L. E. George

RECEIVED
STATE HWY ENG
FEB 7'80
REFER TO
FOR
Info Inves R/D D/R Sign Act File

ORDER NO. 80-062

ENTERED January 28, 1980

NEW PUC CROSSING NO. 3E-71.31
OLD PUC CROSSING NO. 3E-71.30
OLD PUC CROSSING NO. CM-719.38

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 1130

In the Matter of the Application)
of the CITY OF SALEM for the)
authority, pursuant to ORS 763.030,)
to relocate a grade crossing of)
Court Street at Front Street and) ORDER
Oregon Electric Railway Company)
(Burlington Northern, Inc.), Main)
Line, in Salem, Marion County,)
Oregon. (Front Street #10))

On September 28, 1979, the City of Salem duly filed an application with the Commissioner, pursuant to ORS 763.030, to alter an existing railroad-highway grade crossing of Court Street at Front Street, streets under its jurisdiction, and the main track of Oregon Electric Railway Company (Burlington Northern, Inc.), Main Line, in Salem, Marion County, Oregon.

The following parties made comments and recommendations on the application as follows: PUC staff, by letters dated October 31, 1979, and January 10, 1980; Oregon Department of Transportation, by letter dated November 26, 1979; applicant, by letters dated November 30, 1979, and January 11, 1980; and Pacific Northwest Bell Telephone Company, by letter dated December 5, 1979.

Copies of the application and responses thereto were duly served upon Oregon Electric Railway Company, Southern Pacific Transportation Company, Oregon Department of Transportation, Marion County, Portland General Electric Company, Pacific Northwest Bell Telephone Company, Northwest Natural Gas Company, Salem Electric, Viacom Cablevision of Salem, and Oregon Department of Land Conservation and Development. No objection by any party has been made to the granting of the application.

RECEIVED
FEB 6 1980
RR & UTILITY UNIT

This is part of a project known as the Front Street Bypass Project. Its purpose is to improve the traffic-carrying capacity of Front Street by eliminating railroad-highway conflicts and adding traffic lanes. The project includes relocating the Oregon Electric Railway main line 103 feet to the west, as measured along the centerline of Court Street. The main line of Oregon Electric presently lies in Front Street, closely paralleled on the west by the West Salem Branch of Southern Pacific Transportation Company. The Southern Pacific track will be removed upon completion of this project. (This will eliminate Crossing No. CM-719.38, Court Street and the Southern Pacific track.) The angle of the proposed altered crossing will be 86 degrees.

At the site of the proposed altered crossing, Court Street, an east-west street carrying two-way traffic, is presently 70 feet wide. It will be narrowed to 40 feet, to consist of (from north to south) one 16-foot travel lane (for westbound traffic) and two 12-foot eastbound travel lanes (one for left turns onto Front Street and one for through movements and right turns). Average daily traffic on Court Street at the crossing is 1,700 vehicles. It is anticipated that traffic volume will increase to 3,000 vehicles per day in five years.

Applicant proposes that the altered crossing be protected with flashing light signals on the east side, cantilevered flashing light signals on the west side, and an automatic gate on each side. In addition, the adjacent intersection of Court Street at Front Street (immediately east of the proposed altered crossing) will be equipped with full traffic signalization, interconnected with the railroad crossing signals. A part-time right-turn restriction sign will be located in the northeast quadrant of the crossing for southbound traffic on the Center Street Bridge off-ramp (which will enter Front Street at this point). A part-time "STOP HERE ON RED" sign will be located west of the relocated track on Court Street.

Due consideration has been given to all representations in the application and responses thereto. No matters within the scope of ORS Chapter 763 are in issue, and no hearing will be required.

Based upon the application and the files of the Commissioner, it is found that the application should be granted upon the following terms and conditions.

IT IS THEREFORE ORDERED that:

1. The authority to alter the crossing as requested herein is hereby granted upon the condition that physical construction of the crossing must be substantially in progress within two years of the effective date of this order. If this condition is not met, then the permission expires on that date.

2. Applicant shall:

   a. Construct the altered crossing and bear 13-7/8 percent of the cost thereof;

   b. Furnish and install one Commissioner's Standard No. 2 flashing light signal to be located in the northeast quadrant of the crossing and one Commissioner's Standard No. 2B cantilevered flashing light signal to be located in the southwest quadrant of the crossing, each equipped with gongs, and two Commissioner's Standard No. 4 automatic gate signals, said signalization to be installed behind curbs, to be interconnected with traffic signalization at the intersection of Court and Front Streets, and to be activated with motion sensing devices, and bear 13-7/8 percent of the cost thereof;

   c. Furnish and install traffic signals at the intersection of Court Street and Front Street, supplemented with one part-time "NO RIGHT TURN" restriction sign in the northeast quadrant of the crossing, facing southbound traffic on the Center Street Bridge off-ramp, and one part-time "STOP HERE ON RED" sign east of the crossing, said signs and signals to operate as depicted in the "Railroad Pre-emption Plan" drawing attached to the application, and bear 13-7/8 percent of the cost thereof;

   d. Furnish and install one advance warning sign 80 feet west of the track and advance warning pavement markings 150 feet west of the track on Court Street, and bear 13-7/8 percent of the cost thereof; and

e. Maintain the devices ordered in paragraphs 2.c. and 2.d. above and maintain that part of the crossing lying between lines drawn two feet outside each rail, and bear all the cost thereof.

3. Oregon Electric Railway Company shall maintain the protective devices ordered in paragraph 2.b. herein and maintain that part of the crossing lying between lines drawn two feet outside of each rail, and bear all the cost thereof.

4. Marion County shall bear 1-1/8 percent of the cost of constructing the altered crossing and of furnishing and installing the protective devices and traffic signalization ordered in paragraphs 2.b., 2.c., and 2.d. herein.

5. Oregon Department of Transportation shall bear 85 percent of the cost of constructing the altered crossing and of furnishing and installing the protective devices and traffic signalization ordered in paragraphs 2.b., 2.c., and 2.d. herein.

6. Applicant shall notify the Commissioner upon completion of the project.

Made, entered and effective 1/28/80.

JOHN J. LOBDELL
Public Utility Commissioner

ah

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. -1705(3)
STATE PROJECT NO. See below
PROGRAM NO.
COUNTY NAME Marion
ITEM NO. 80018
PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division
Salem, Oregon

TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

3/14/80
Orig

RECEIVED
STATE HWY ENGR
MAR 14 '80
REFER TO
Moehring
FOR

DATE PS&E APPROVED 1-30-80
DATE AUTHORIZATION EFFECTIVE 2-4-80
FEDERAL ROUTE NUMBER FAU 1705
STATE ROUTE NUMBER City Street

GENERAL LOCATION:
Division Street N. E. - Trade Street S. E. (Salem)

GENERAL DESCRIPTION OF WORK:
Utility Adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION.
☒ OTHER (*Specify*) See below
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 2-12-80, this will confirm the advance approval date of 2-4-80 to proceed with the actual adjustments of Pacific Northwest Bell's telephone facilities. Since the Utility is not adequately staffed or equipped to perform this work, the contract method is approved, providing appropriate civil rights clauses are included, at a TEC of $14,970 Federal funds $12,724. I approve the agreement with Pacific Northwest Bell Telephone Company. Approval and participation for the eligible portion of the Work Authorized above is subject to the Provisions of the Federal-aid Program Manual.

DATE 3-4-80
SIGNATURE OF APPROVING OFFICIAL G. K.
TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1978 031 895

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

9101

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. IX-1705(3)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division
Salem, Oregon

PROGRAM NO.

ITEM NO. 80018

COUNTY NAME Marion

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

3/14/80
Orig

RECEIVED
STATE HWY ENGR
MAR 14 '80
REFER TO
Moehring
FOR

DATE PS&E APPROVED	1-30-80
DATE AUTHORIZATION EFFECTIVE	3-4-80
FEDERAL ROUTE NUMBER	FAU 1705
STATE ROUTE NUMBER	City Street

GENERAL LOCATION:

Division Street N. E. - Trade St. S. E. (Salem)

GENERAL DESCRIPTION OF WORK:

Utility Adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) See below

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 2-19-80, you are now authorized to proceed with the actual adjustments of Salem Electric's power line. Reimbursement on an actual cost basis estimated to be $9,924 with Federal funds limited to $8,435 is approved. A approve the Agreement with Salem Electric. This authorization does not require an additional obligation of funds. Approval and Participation for the eligible portion of the Work Authorized above is subject to the provisions of the Federal-aid Program Manual.

DATE 3-4-80

SIGNATURE OF APPROVING OFFICIAL G. K. Hosemer

TITLE for Division Administrator

FORM PR-1240
(REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE 1975 611-058

2.

HIGHWAY DIVISION - ODOT 378-6516

FILE

February 29, 1980

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
February 28, 1980 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened February 28, 1980 on the following projects:

1. Klamath Falls-Lakeview Highway at Avalon Street (Klamath Falls)
   Klamath County
   Traffic Signals

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. 2nd Street and 3rd Street Signal Improvement (The Dalles)
   Mosier-The Dalles Highway
   Wasco County
   Traffic Signals

   Same as No. 1.

3. Thomas Creek (Devaney) Bridge
   Kelly Road
   Linn County
   Structures

   Four-foot shoulders on structure and approaches available for pedestrian and bicycle traffic.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

4. Eightmile Creek Bridge
Ione/Gooseberry Road
Morrow County
Structures

Four-foot shoulders on structure and approaches available for pedestrian and bicycle traffic.

Same as No. 3.

5. Paul Smith Road-S. Main Street (Boardman)
Wilson Road
Morrow County

Five-foot shoulders to be striped as bike lanes.

6. Banfield Interchange
Pacific Highway, Multnomah County
Structure

Deck joint repair.

Same as No. 1.

7. Willow Creek (Glenn Road) Bridge
FAS Route B 611, Union County
Structure

Bridge replacement. 27 1/2-foot roadway on structure and 28-foot aggregate surfaced approaches.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states, "footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

8. Prairie Creek Culvert
Wallowa Lake Highway, Wallowa County
Grading, Paving and Culvert

Structure replacement and roadway realignment. 4-foot shoulders provided on this project for pedestrian and bicycle traffic.

Same as No. 3.

9. Scholls Highway @ Allen Blvd. (Beaverton)
   Scholls Highway, Washington County
   Paving and Signals

   A seven-foot Independent Bikeway will be constructed in conjunction with this project.

10. Airport Road @ Salmon River Highway
    Yamhill County
    Grading and Paving

    Intersection improvement. Four-foot shoulders available for pedestrian and bicycle traffic.

    Same as No. 3.

11. Deer Creek
    Gropher Valley Road, Yamhill County
    Grading, Paving and Structure

    Structure replacement and realignment. Four-foot shoulders available on roadway and structure for pedestrian and bicycle traffic.

    Same as No. 3.

12. Dundee (S.W. 5th Street)
    City Street, Yamhill County
    Paving

    Four-foot shoulders available for bicycle traffic and four-foot sidewalk/stairs and handrail provided for pedestrian traffic.

    Same as No. 3.

13. Middlebrook Street-Pacific Highway West (Newberg)
    Springbrook Street, Yamhill County
    Grading and Paving

    Twelve-foot lanes with parking. Five-foot sidewalks with ramps provided for pedestrians and bicycles.

    Same as No. 3.

14. Division Street N.E.-Trade Street S.E. (Salem)
    Front Street, Marion County
    Grading and Paving

    Multi-lane street improvement. An eight-foot Independent Bikeway and/or five-foot sidewalk with ramps included in this project.

15. Columbia Slough-N.E. Failing Street
East Portland Freeway, Multnomah County
Grading and Drainage

An Independent Bikeway will be constructed in this project area at a later date.

RPS:ge

cc: F. B. Klaboe
E. S. Hunter
D. G. Talbot
L. E. George
F. F. Torpin
George Bell
Don Harwell

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR Z 12680

Donald

Mar. 27, 1980 Bid Letting ____________ All Clear Deadline

SECTION Division St.-Trade St. (Salem)

Highway ____________

County Marion Region 2

Type of Work Signals - Illum. Funds FAI-X

State ____ Consultant ____ Plans Avail. ___ Yes ___ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
DOCUMENTS:					
EIS		☒			☒
Negative Declaration	☒				
Project Assessment		☒			☒
Write-off Letter	☒				
PERMITS:					
Division of State Lands	☒				
D.O.G.M.I.	☒				
Corps of Engineers	☒				
Coast Guard	☒				
Co. Conditional Use	☒				
NPS Air Pollution	☒				
NPS Water Pollution	☒				
CULTURAL:					
Cultural Survey		☒			☒
Cultural Salvage	☒				
NOISE:					
Noise Study		☒			☒

NOTED
E. S. HUNTER

ROW 18-4

February 19, 1980

Mr. G. L. Green
Division Administrator
Federal Highway Administration
530 Center Street, NE, Suite 100
Salem, OR 97301

Power Line Relocation
Salem Electric
Division St. NE-Trade St. SE
(Salem) Section
Front Street (FAU 1705)
Marion County
Project No. IX-1705(3)

Dear Mr. Green:

Here is a copy of an estimate of cost to adjust Salem Electric's facilities dated January 31, 1980, and a sketch showing their proposed relocation.

A certification prepared by Don Bedford as to Salem Electric's rights in the land occupied by their facilities is in our files.

The conflict was anticipated. Salem Electric was advised by the City of Salem of the conflict as soon as it was known. The relocation agreement will, therefore, consist of the City's notification of conflict, the estimate and sketch submitted herewith and our letter authorizing the City and Salem Electric to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued by the City.

The Project is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a segment of facilities less than one mile in length.

There will be no betterment derived from the proposed adjustment of Salem Electric's facilities.

RECEIVED
TECHNICAL SERVICES
FEB 20 '80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Your approval of the actual cost agreement, as evidenced above, and authorization to proceed with the work under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $9,924.

Yours truly,

D. E. Swan
Operation Programming Engineer

JMC/vlw
Enc.
cc: E. S. Hunter ✓
Jack M. Cartwright
Rich Evans
Don Bedford

VICTOR ATIYEH
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
SERVICES
FEB 1 1980
REFER TO
Invs
Info

ROW 18-4

February 12, 1980

NOTED
E. S. HUNTER

Mr. G. L. Green
Division Administrator
Federal Highway Administration
530 Center Street, NE, Suite 100
Salem, OR 97301

Telephone Facility Relocation
Division St. NE-Trade St. SE
(Salem) Section
Front Street (FAU 1705)
Marion County
Project No. IX-1705(3)

Dear Mr. Green:

Here is a copy of an estimate of cost to adjust Pacific Northwest Bell Telephone Company's buried facilities dated February 1, 1980, and a sketch showing their proposed relocation.

Pacific Northwest Bell will let the relocation work to contract. They submitted a letter bid proposal to a list of pre-qualified utility contractors on February 4, 1980. A copy of the bid documents are attached. The State will concur in the low bid.

A certification prepared by Don Bedford as to the Company's rights in the land occupied by their facilities is in our files.

The conflict was anticipated. The Company was advised by the City of Salem of the conflict as soon as it was known. The relocation agreement will, therefore, consist of the City's notification of conflict, the estimate and sketch submitted herewith and our letter authorizing the City and the Company to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued by the City.

The project is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a segment of facilities less than one mile in length of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the Company's facilities.

Your approval of the contract method for relocation work and the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with soliciting bids for the work as of February 4, 1980 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $14,970.

Yours truly,

D ESwan

D. E. Swan
Operation Programming Engineer

DES/vlw
Enc.
cc: E. S. Hunter
Jack M. Cartwright
Don Bedford

4101

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project M-1705(1)
Division St - Trade St (Salem) Section
Front Street Bypass
City - Boise Cascade Agreement & Supplement

Date: February 12, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO.2-OR

To: Mr. H. S. Coulter, State Highway Engineer

The subject agreement and supplement submitted by Mr. Swan's February 6, 1980 letter has been reviewed. As these documents appear to be Right of Way agreements and, inasmuch as there is no Federal Right of Way project for this section, these costs are not eligible for Federal participation.

G. L. Green

RECEIVED
STATE HWY
FEB 13 '80
REFER TO
FOR

7.111

U. S. DEPARTMENT OF TRANSPORTATI   FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FE RAL AID PROJECT NO. IX-1705(3)
STATE PROJECT NO. See below
COUNTY NAME Marion
PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM: G. L. Green, Division Administrator
PROGRAM NO.
ITEM NO. 80018

TO:

Mr. H. Scott Coulter, State Highway Engineer
Oregon State Highway Division
Salem, Oregon

2-13
Orig

RECEIVED
STATE HWY ENG
FEB 13 '80
REFER TO
Moehring
FOR
Info | Inves | R/D | G.S | Spec | Act | File

DATE PS&E APPROVED 1-30-80	DATE AUTHORIZATION EFFECTIVE 2-8-80	FEDERAL ROUTE NUMBER FAU-1705
		STATE ROUTE NUMBER City Street

GENERAL LOCATION:

Division Street N. E. - Trade St. S. E. (Salem)

GENERAL DESCRIPTION OF WORK:

Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER (Specify) Program Change (See below)
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 12-17-79, I approve the revised construction costs to a TEC of $5,500,00 with Federal participation limited to $4,675,000.

(Increase TEC $370,000 - Federal funds $314,500)
(Advice dated 2-8-80)

DATE 2-8-80
SIGNATURE OF APPROVING OFFICIAL G. K. Hamner
TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE : 1975 631-855

U. S. DEPARTMENT OF TRANSPORTATI FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FE RAL AID PROJECT NO.: X-1705(3)

STATE PROJECT NO.: see below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.:

ITEM NO.: 80018

COUNTY NAME: Marion

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
FEB 25 '80
REFER TO
FOR
Info | Inves | R/O | R/R | Sign | A | File

DATE PS&E APPROVED: 2/6/80

DATE AUTHORIZATION EFFECTIVE: 2/6/80

FEDERAL ROUTE NUMBER: FAU 1705

STATE ROUTE NUMBER: City Street

GENERAL LOCATION:

Division Street NE - Trade Street SE (Salem)

GENERAL DESCRIPTION OF WORK:

grade, pave and sign

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☒ OTHER *(Specify)* R.R. Protective Serv. $58,000
Temp. & Perm. Pave Striping S.F. $4,500
Remove Striping $1,000
Temp. Erosion control $15,000
On the job training $3,200
Asphalt adjustment $50,000

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 2/1/80 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $5,338,005 Federal Funds $4,537,560.

A signed copy of the Title Sheet is returned herewith.

DATE: 2/6/80

SIGNATURE OF APPROVING OFFICIAL:

TITLE: for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-858

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. -1705(3)
STATE PROJECT NO. see below
COUNTY NAME Marion
PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.
ITEM NO. 80018

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
FEB 25 '80
REFER TO
FOR
Info | Inves | R/D | R/R | Sgn | Act | File

DATE PS&E APPROVED 2/6/80
DATE AUTHORIZATION EFFECTIVE 2/6/80
FEDERAL ROUTE NUMBER FAU 1705
STATE ROUTE NUMBER City Street

GENERAL LOCATION:
Division Street NE - Trade Street SE (Salem)

GENERAL DESCRIPTION OF WORK:
Railroad relocation

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☐ OTHER (Specify)
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION - PROCEED ON XXXXXXXX XXXXXXXXXX FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 1/21/80 letter you are authorized to proceed with the work covered by the Agreement with Oregon Electric Railway Company, approved by the Highway Division on 1/17/80 at a total estimated cost of $161,695 Federal Funds $137,440.

A signed copy of the Agreement is returned herewith.

DATE 2/6/80
SIGNATURE OF APPROVING OFFICIAL G K Hessmer
TITLE for Division Administrator

FORM PR-1240 (REV. 8-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE : 1975 631-555

STATE OF OREGON

INTEROFFICE MEMO

Railroad & Utilities
DEPT

378-6511
TELEPHONE

TO: H. S. Coulter
State Highway Engineer

DATE: February 6, 1980

FROM: Roger D. Trygstad
Railroad & Utility Engineer

RD Trygstad

NOTED
H. S. COULTER

SUBJECT: SXF: 1126
1127

CROSSING NO'S:

NEW:	3E-71.06A	Marion
	3E-71.15A	Center
OLD:	3E-71.05A	Marion
	3E-71.05	Marion
	CM-719.62-A	Marion
	CM-719.62	Marion
	3E-71.14A	Center
	3E-71.14	Center
	CM-719.54-A	Center
	CM-719.54	Center

BUILDING

Attached is a copy of Order No. 80-059 issued by the Public Utility Commissioner on January 28, 1980 relative to the above subject matter.

RDT/vlw
Attach.
cc: Richard Arnold, FHWA
E. S. Hunter
C. T. Keasey
R. L. Schroeder
C. O. Fredrickson
R. Kuehn
K. Wolfe
R. P. Hamilton
J. L. Sollis
Bob Judson
L. E. George

RECEIVED
STATE HWY ENG
FEB 7 '80
REFER TO
FOR
Info | [illegible] | R/D | [illegible] | [illegible] | Act | File

ORDER NO. 80-059

ENTERED January 28, 1980

NEW PUC CROSSING NO. 3E-71.06A (Marion)
3E-71.15A (Center)
OLD PUC CROSSING NO. 3E-71.05A (Marion)
3E-71.05 (Marion)
CM-719.62-A (Marion
CM-719.62 (Marion)
3E-71.14A (Center)
3E-71.14 (Center)
CM-719.54-A (Center
CM-719.54 (Center)

BEFORE THE PUBLIC UTILITY COMMISSIONER
OF OREGON

SXF 1126
SXF 1127

In the Matter of the Application of the CITY OF SALEM for the authority, pursuant to ORS 763.030, to relocate a separated crossing of Marion Street Bridge (State Highway 22) and Oregon Electric Railway Company (Burlington Northern, Inc.), Main Line, in Salem, Marion County, Oregon. (Front Street #6) SXF 1126

and

In the Matter of the Application of the CITY OF SALEM for the authority, pursuant to ORS 763.030, to relocate a separated crossing of Center Street Bridge (State Highway 22) and Oregon Electric Railway Company (Burlington Northern, Inc.), Main Line, in Salem, Marion County, Oregon. (Front Street #7) SXF 1127 SXF 1127

ORDER

On September 28, 1979, the City of Salem duly filed two applications with the Commissioner seeking authority, pursuant to ORS 763.030, to alter two existing railroad-highway overcrossings as follows: Marion Street (docketed as SXF 1126) and Center Street (docketed as SXF 1127), both with the main track of the Oregon Electric Railway Company (Burlington Northern, Inc.), main line, in Salem, Marion County, Oregon.

RECEIVED
FEB 6 1980
RR & UTILITY UNIT

The following parties made comments and recommendations on the applications as follows: PUC Staff by two letters dated October 31, 1979; applicant by two letters dated November 30, 1979; Pacific Northwest Bell Telephone Company by letter dated December 5, 1979; and Salem Electric by letter dated January 11, 1980.

Copies of the applications and responses thereto were duly served upon Oregon Electric Railway Company, Southern Pacific Transportation Company, Oregon Department of Transportation, Marion County, Portland General Electric Company, Pacific Northwest Bell Telephone Company, Northwest Natural Gas Company, Salem Electric, Viacom Cablevision of Salem, and the Oregon Department of Land Conservation and Development. No objection by any party has been made to the granting of the applications.

At the affected overcrossings, applicant proposes to relocate the main track of the Oregon Electric Railway to the west. At the present time, this track runs in Front Street. After relocation, it will be located 97 feet westerly of its present location, as measured along the centerline of Marion Street, and 197 feet westerly of its present position, as measured along the centerline of Center Street. Southern Pacific's Dallas Branch main track, which also lies on Front Street, just east of the Oregon Electric track, will be removed altogether. All rail operations in the Front Street area will be conducted by Oregon Electric upon completion of this project, known as the Front Street Bypass Project.

Marion Street and Center Street also presently exist at surface level beneath their respective overcrossing structures. Upon completion of this project, neither of these streets will cross the relocated railroad line at grade. Marion Street will terminate at Front Street, east of the relocated rail line, and at a cul-de-sac west of the relocated rail line. Center Street will be closed between Water Street and Front Street.

Vehicular access to the affected area between the relocated Oregon Electric main line and the Willamette River will be provided by Union Street, one block north of Marion Street, and by Court Street, two blocks south of Center Street. (Center Street is one block south of Marion Street.) The Oregon Electric line crosses both Union and Court at grade. Protection at these crossings, each of which is also being physically altered, is being upgraded to automatic signals (pursuant to applications filed in SXF 1123 and 1130).

To summarize, the following crossings are affected by the applications in SXF 1126 and 1127:

Docket SXF	Crossing Description	Existing PUC No.	New PUC No.
1126	OE Marion St. overcrossing	3E-71.05-A	3E-71.06-A
1126	OE Marion St. grade crossing	3E-71.05	closed
1126	SP Marion St. overcrossing	CM-719.62-A	eliminated
1126	SP Marion St. grade crossing	CM-719.62	eliminated
1127	OE Center St. overcrossing	3E-71.14-A	3E-71.15-A
1127	OE Center St. grade crossing	3E-71.14	closed
1127	SP Center St. overcrossing	CM-719.54-A	eliminated
1127	SP Center St. grade crossing	CM-719.54	eliminated

The purpose of the project is to improve the traffic-carrying capacity of Front Street by eliminating railroad conflicts and adding vehicle traffic lanes. Railroad-highway safety will be improved by the relocation of the trackage off Front Street and by upgrading protection at the remaining points of conflict on cross streets in the affected area.

Due consideration has been given to all representations in the applications and responses thereto. No matters within the scope of ORS Chapter 763 are in issue and no hearing will be required.

Based upon the applications and the files of the Commissioner, it is found that the applications should be granted upon the following terms and conditions.

IT IS THEREFORE ORDERED that:

1. The authority to relocate the overcrossings as requested herein is hereby granted.
2. Applicant shall:
    a. Construct the relocated railroad track beneath the existing overcrossing structures and bear 13-7/8 percent of the cost thereof; and

   b. Close the surface portions of Marion Street and Center Street as set forth above in the body of this order, and bear 13-7/8 percent of the cost thereof.

3. Marion County shall bear 1-1/8 percent of the cost of constructing the relocated railroad track beneath the existing overcrossing structures and of closing the streets as ordered herein.

4. Oregon Department of Transportation shall:

   a. Bear 85 percent of the cost of constructing the relocated railroad track beneath the existing overcrossing structure and of closing the streets as ordered herein; and

   b. Maintain the overcrossing structures and all highway appurtenances thereto, and bear all the cost thereof.

5. Applicant shall notify the Commissioner upon completion of the project.

Made, entered and effective 1/28/80.

JOHN J. LOBDELL
Public Utility Commissioner

lip/5106F

STATE OF OREGON

INTEROFFICE MEMO

Railroad & Utilities
DEPT.

378-6511
TELEPHONE

TO: H. S. Coulter
State Highway Engineer

DATE: February 6, 1980

FROM: Roger D. Trygstad
Railroad & Utility Engineer

SUBJECT: SXF: 1121
CROSSING NO: 3E-70.67-C

BUILDING

NOTED
H. S. COULTER

Attached is a copy of Order No. 80-056 issued by the Public Utility Commissioner on January 28, 1980, relative to the above subject matter.

RDT/vlw
Attach.
cc: Richard Arnold, FHWA
E. S. Hunter
C. T. Keasey
R. L. Schroeder
C. O. Fredrickson
R. Kuehn
K. Wolfe
R. P. Hamilton
J. L. Sollis
Bob Judson
L. E. George

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STATE HWY ENG
FEB 7 '80
REFER TO
FOR
Info | Inves | R/D | [illegible] | Sgn | Act | File

ORDER NO. 80-056

ENTERED January 28, 1980

PUC CROSSING NO. 3E-70.67-C

BEFORE THE PUBLIC UTILITY COMMISSIONER
OF OREGON

SXF 1121

In the Matter of the Application of the)
CITY OF SALEM for the authority, pursuant)
to ORS 763.020, to construct a grade)
crossing of Front Street, N.E., at Mill)
Creek Bridge and Oregon Electric Railway)
Company (Burlington Northern, Inc.), Main)
Line, in Salem, Marion County, Oregon.)
(Front Street #1))

ORDER

On September 28, 1979, the City of Salem duly filed an application with the Commissioner seeking authority, pursuant to ORS 763.020, to construct a new spur track across Front Street, a street under its jurisdiction, at the Mill Creek Bridge (between Market and D Streets) in Salem, Marion County, Oregon. The spur track is to be constructed and operated by the Oregon Electric Railway Company (Burlington Northern, Inc.).

The following parties made comments and recommendations on the application as follows: PUC staff by letter dated October 30, 1979; applicant by letter dated November 30, 1979; Pacific Northwest Bell by letter dated December 5, 1979; and Oregon Electric Railway Company by letter dated December 18, 1979.

Copies of the application and responses thereto were duly served upon Oregon Electric Railway Company, Southern Pacific Transportation Company, Oregon Department of Transportation, Marion County, Portland General Electric Company, Pacific Northwest Bell Telephone Company, Northwest Natural Gas Company, Salem Electric, Viacom Cablevision of Salem, and the Oregon Department of Land Conservation and Development. No objection by any party has been made to the granting of the application.

At the site of the proposed crossing, Front Street, a north-south arterial street, is 36 feet wide, consisting of two 10-foot travel lanes with a 16-foot shoulder on the east

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FEB 6 1980
RR & UTILITY UNIT

side. The Oregon Electric Railway main line runs along the easterly side of the street. Average daily traffic on Front Street at present is 7,000 vehicles. Applicant predicts this will decrease to 1,800 vehicles per day after completion of the Front Street bypass project (described below).

Applicant proposes that a spur track be constructed across Front Street, connecting the Oregon Electric main line with an existing spur track lying on the west side of Front Street, presently operated by Southern Pacific Transportation Company.

Construction of the new spur track will allow elimination of two grade crossings involving the Southern Pacific spur track. These two crossings are identified in the Commissioner's log of railroad-highway crossings as: CM-719.79C, Division at Front; and CM-719.94C, Front at D Street. Construction of the new spur track across Front will also allow elimination of all Southern Pacific trackage on Front Street northerly of Union Street.

This is part of a project known as the Front Street Bypass Project, which will improve a portion of Front Street by eliminating existing trackage on Front Street operated by Southern Pacific and by relocating the Oregon Electric main line off of Front Street, southerly of Division Street. The project also includes construction of a bypass thoroughfare that is expected to divert the majority of traffic off of Front Street, north of Union Street. Upon completion of the project, rail operations along Front Street will be conducted solely by Oregon Electric Railway.

The new spur track crossing will be protected with two standard advance warning pavement markings, one on each roadway approach to the crossing.

Due consideration has been given to all representations in the application and responses thereto. No matters within the scope of ORS Chapter 763 are in issue and no hearing will be required.

Based upon the application, it is found that the crossing is required by the public safety and welfare. A grade separation is not practical or necessary at this location. The application should be granted upon the following terms and conditions.

IT IS THEREFORE ORDERED that:

1. The authority to construct the crossing as requested herein is hereby granted upon the condition that physical construction of the

crossing must be substantially in progress within two years of the effective date of this order. If this condition is not met, then the permission expires on that date.

2. Oregon Electric Railway shall:

   a. Subject to reimbursement as provided herein, construct that portion of the crossing lying between lines drawn two feet outside each rail; and

   b. Maintain that portion of the crossing lying between lines drawn two feet outside each rail, and bear all the cost thereof.

3. Applicant shall:

   a. Construct that portion of the crossing lying outside lines drawn two feet outside each rail;

   b. Bear 13-7/8 percent of the cost of constructing that portion of the crossing lying between lines drawn two feet outside each rail;

   c. Furnish and install standard advance warning pavement markings and stop clearance lines, one set on each roadway approach to the crossing, the pavement markings to be located not more than 350 feet from the crossing, and bear 13-7/8 percent of the cost thereof; and

   d. Maintain the advance warning pavement markings, stop clearance lines, and that part of the crossing lying outside lines drawn two feet outside each rail, and bear all the cost thereof.

4. Marion County shall bear 1-1/8 percent of the cost of furnishing and installing the advance warning pavement markings and stop clearance lines ordered herein and of constructing that portion of the crossing lying between lines drawn two feet outside each rail.

5. Oregon Department of Transportation shall bear 85 percent of the cost of furnishing and installing the advance warning pavement markings and stop

clearance lines ordered herein and of constructing that portion of the crossing lying between lines drawn two feet outside each rail.

6. Each party shall notify the Commissioner upon completion of its portion of the project.

Made, entered and effective 1/28/80.

JOHN J. LOBDELL
Public Utility Commissioner

cjc:4666F

STATE OF OREGON **INTEROFFICE MEMO**

Railroad & Utilities 378-6511
DEPT. TELEPHONE

TO: H. S. Coulter
State Highway Engineer

DATE: February 6, 1980

FROM: Roger D. Trygstad
Railroad & Utility Engineer

NOTED
H. S. COULTER

SUBJECT: SXF: 1123
CROSSING: 3E-70.98 (NEW)

3E-70.97 (OLD)
CM-719.71-C "

BUILDING

Attached is a copy of Order No. 80-066 issued by the Public Utility Commissioner on January 29, 1980, relative to the above subject matter.

RDT/vlw
Attach.
cc: Richard Arnold, FHWA
E. S. Hunter
C. T. Keasey
R. L. Schroeder
C. O. Fredrickson
R. Kuehn
K. Wolfe
R. P. Hamilton
J. L. Sollis
Bob Judson
L. E. George

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STATE HWY ENG
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REFER TO
FOR

Info	Invs	R/D	D/R	Sig	Act	File

ORDER NO. 80-066

ENTERED January 29, 1980

NEW PUC CROSSING NO. 3E-70.98

OLD PUC CROSSING NOS. 3E-70.97
CM-719.71-C

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 1123

In the Matter of the Application of)
the CITY OF SALEM for the authority,)
pursuant to ORS 763.030, to relocate)
a grade crossing of Union Street and)
Oregon Electric Railway Company)
(Burlington Northern, Inc.), Main)
Line, in Salem, Marion County, Oregon.)
(Front Street #3))

ORDER

On September 28, 1979, the City of Salem duly filed an application with the Commissioner seeking authority, pursuant to ORS 763.030, to alter an existing railroad-highway grade crossing of Union Street at Front Street, streets under its jurisdiction, and the main track of Oregon Electric Railway Company (Burlington Northern, Inc.), main line, in Salem, Marion County, Oregon.

The following parties made comments and recommendations on the application as follows: PUC staff by letters dated October 30, 1979, January 9, and 11, 1980; applicant by letters dated November 30, 1979, January 10, 11, and 15, 1980; Oregon Electric Railway Company by letter dated December 18, 1979; and Salem Electric by letter dated January 7, 1980.

Copies of the application and responses thereto were duly served upon Oregon Electric Railway Company, Southern Pacific Transportation Company, Oregon Department of Transportation, Marion County, Portland General Electric Company, Pacific Northwest Bell Telephone Company, Northwest Natural Gas Company, Salem Electric, Viacom Cablevision of Salem, and the Oregon Department of Land Conservation and Development. No objection by any party has been made to the granting of this application.

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This is part of a project known as the Front Street Bypass Project. Its purpose is to improve the traffic-carrying capacity of Front Street by eliminating railroad-highway conflicts, adding traffic lanes and constructing an arterial connection between Front and Commercial Streets. In the area north of Union Street, the alignment of Front Street will be altered so that it curves to the east to connect with Commercial Street. The main line of the Oregon Electric Railway presently lies in Front Street, which is now a north-south arterial street. The railroad track will be moved approximately 80 feet west, as measured along the centerline of Union Street. Its alignment through the crossing will be curved. It will intersect Union Street at an 83 degree angle. Southern Pacific also has a track in Front Street at the present time. This track will be removed, eliminating crossing CM-719.71-C, Union Street and the Southern Pacific track.

At the site of the proposed altered crossing, Union Street, an east-west street, carrying two-way traffic, is 44 feet wide, consisting of two 12-foot travel lanes and a 10-foot parking area on each side. Average daily traffic on Union Street is presently 400 vehicles. This is expected to increase to 1,500 vehicles per day in five years.

Upon completion of the project, the Union Street crossing, which is now protected only with passive devices, including vehicle STOP signs, will be protected with flashing light signals and automatic gates. In addition, a part-time "NO RIGHT TURN" sign will be installed in the northeast quadrant facing southbound traffic on the Front Street Bypass. A "DO NOT STOP ON TRACK" sign and a vehicle "STOP" sign will be installed in the southwest quadrant of the crossing, facing eastbound traffic on Union, just west of the relocated main line track. Parking will be prohibited 50 feet in advance of these two signs.

A raised median in Front Street, through its intersection with Union Street, will prevent through traffic on Union from crossing Front. All eastbound traffic on Union, west of Front, will have to turn right onto Front. All westbound traffic on Union, east of front, will have to turn right (north) onto Front and thus will be unable to cross the railroad track.

Due consideration has been given to all representations in the application and responses thereto. No matters within the scope of ORS Chapter 763 are in issue and no hearing will be required.

Based upon the application, the files and field investigation of the Commissioner, it is found that the application should be granted upon the following terms and conditions.

IT IS THEREFORE ORDERED that:

1. The authority to alter the crossing as requested herein is hereby granted upon the condition that physical construction of the crossing must be substantially in progress within two years of the effective date of this order. If this condition is not met, then the permission expires on that date.

2. Applicant shall:

    a. Construct the altered crossing and bear 13-7/8 percent of the cost thereof;

    b. Furnish and install two Commissioner's Standard No. 2 flashing light signals, equipped with gongs, and two Commissioner's Standard No. 4 automatic gates at the crossing, to be activated with motion-sensing devices, and bear 13-7/8 percent of the cost thereof;

    c. Furnish and install one part-time "NO RIGHT TURN" restriction sign in the northeast quadrant of the crossing, facing southbound traffic on the Front Street Bypass, said sign to be interconnected with the signalization ordered in paragraph 2.b. above, and bear 13-7/8 percent of the cost thereof;

    d. Furnish and install one "DO NOT STOP ON TRACK" sign and one vehicle stop sign, each to be located just west of the relocated track on the south side of Union Street, and bear 13-7/8 percent of the cost thereof;

    e. Establish and maintain a "NO PARKING" zone on the south side of Union Street for a distance of 50 feet in advance of the signs ordered in paragraph 2.d. above;

    f. Furnish and install one advance warning sign and advance warning pavement markings 80 feet west of the track on Union Street, and bear 13-7/8 percent of the cost thereof; and

    g. Maintain the protective devices ordered in paragraphs 2.c., 2.d., and 2.f. herein and maintain that part of the crossing lying outside lines drawn two feet outside each rail, and bear all the cost thereof.

3. Oregon Electric Railway shall maintain the protective devices ordered in paragraph 2.b. herein and maintain that part of the crossing lying between lines drawn two feet outside each rail, and bear all the cost thereof.

4. Marion County shall bear 1-1/8 percent of the cost of constructing the altered crossing and of furnishing and installing the protective devices ordered in paragraphs 2.b., 2.c., 2.d., and 2.f. herein.

5. Oregon Department of Transportation shall bear 85 percent of the cost of constructing the altered crossing and of furnishing and installing the protective devices ordered in paragraphs 2.b., 2.c., 2.d., and 2.f. herein.

6. Applicant shall notify the Commissioner upon completion of the project.

Made, entered and effective 1/29/80.

JOHN J. LOBDELL
Public Utility Commissioner

jlr:5286F

STATE OF OREGON **INTEROFFICE MEMO**

Railroad & Utilities — DEPT.
378-6511 — TELEPHONE

TO: H. S. Coulter
State Highway Engineer

DATE: February 6, 1980

FROM: Roger D. Trygstad RDTrygstad
Railroad & Utility Engineer

NOTED
H. S. COULTER

SUBJECT: SXF: 1124
CROSSING: 3E-70.99-CD

BUILDING

Attached is a copy of Order No. 80-057 issued by the Public Utility Commissioner on January 28, 1980, relative to the above subject matter.

RDT/vlw
Attach.
cc: Richard Arnold, FHWA
E. S. Hunter
C. T. Keasey
R. L. Schroeder
C. O. Fredrickson
R. Kuehn
K. Wolfe
R. P. Hamilton
J. L. Sollis
Bob Judson
L. E. George

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FEB 7'80
REFER TO

FOR

Info	Inves	R/D	[illegible]	[illegible]	[illegible]	[illegible]
						✓

ORDER NO. 80-057

ENTERED January 28, 1980

PUC CROSSING NO. 3E-70.99-CD

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 1124

In the Matter of the Application of)
the CITY OF SALEM for the authority,)
pursuant to ORS 763.020, to construct)
a grade crossing of Alley (Block 58)
Salem) at Union Street NE, between)
Front and Water Streets, and Oregon) ORDER
Electric Railway Company (Burlington)
Northern, Inc.), connection to)
Southern Pacific West Salem Branch,)
in Salem, Marion County, Oregon.)
(Front Street #4))

On September 28, 1979, the City of Salem duly filed an application with the Commissioner seeking authority, pursuant to ORS 763.020, to construct a new connecting track across an alley under its jurisdiction in Salem, Marion County, Oregon. The alley, which runs in a north-south direction, lies between Front Street and the Willamette River. The new track will cross the alley approximately 12 feet north of the curb line of Union Street. The new connecting track will be operated by the Oregon Electric Railway Company (Burlington Northern, Inc.).

The following parties made comments and recommendations on the application as follows: PUC staff by letter dated October 31, 1979; applicant by letter dated November 30, 1979; and Pacific Northwest Bell by letter dated December 5, 1979.

Copies of the application and responses thereto were duly served upon Oregon Electric Railway Company, Southern Pacific Transportation Company, Oregon Department of Transportation, Marion County, Portland General Electric Company, Pacific Northwest Bell Telephone Company, Northwest Natural Gas Company, Salem Electric, Viacom Cablevision of Salem, and the Oregon Department of Land Conservation and Development. No objection by any party has been made to the granting of the application.

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RR & UTILITY UNIT

At the site of the proposed crossing, the alley is 16-1/2 feet wide, consisting of one lane of travel for north-south traffic. The alley will be resurfaced with asphaltic concrete. It carries 250 vehicles per day.

Applicant proposes to construct a new track to connect the Oregon Electric main line (which is to be relocated just westerly of Front Street) with Southern Pacific's Willamette River Bridge. Construction of this track will permit elimination of Southern Pacific trackage in Front Street, and will directly allow crossings CM-719.68-B (alley) and CM-719.56 (Front Street between Union and Marion) to be eliminated.

This project is part of a project known as the Front Street Bypass Project. Upon completion of that project, rail service to Southern Pacific customers in West Salem will be provided by Oregon Electric by way of the new connecting track. A major purpose of the project is to improve the traffic-carrying capacity of Front Street by removing all railroad trackage from Front Street south of Division Street. Southern Pacific trackage on Front Street will be eliminated and Oregon Electric trackage will be relocated to the west off the traveled way.

The new crossing will be protected with one Standard No. 1R crossbuck located in the northwest quadrant. In addition, the Commissioner will order installation of one set of advance warning pavement markings on the northerly approach to the crossing. Applicant has indicated it does not install advance warning pavement markings on alleys. If applicant wishes to petition for a hearing on this aspect of the matter, it may do so in accordance with the provisions of this order.

Due consideration has been given to all representations in the application and responses thereto. Except as noted above, no matters within the scope of ORS Chapter 763 are in issue and no hearing will be required.

Based upon the application, it is found that the crossing is required by the public safety and welfare. A grade separation is not practical or necessary at this location. The application should be granted on the following terms and conditions.

IT IS THEREFORE ORDERED that:

1. The authority to construct the crossing as requested herein is hereby granted upon the condition that physical construction of the crossing

must be substantially in progress within two years of the effective date of this order. If this condition is not met, then the permission expires on that date.

2. Applicant shall:

   a. Construct a crossing and bear 13-7/8 percent of the cost thereof;

   b. Furnish and install one Standard No. 1R reflectorized crossbuck in the northwest quadrant of the crossing with the words "RAILROAD CROSSING" displayed in both directions along the alley, and bear 13-7/8 percent of the cost thereof;

   c. Furnish and install one set of standard advance warning pavement markings on the alley surface, approximately 110 feet north of the track, and bear 13-7/8 percent of the cost thereof; and

   d. Maintain the advance warning pavement markings and maintain that portion of the crossing lying outside lines drawn two feet outside each rail, and bear all the cost thereof.

3. Oregon Electric Railway Company shall maintain the crossbuck and maintain that portion of the crossing lying between lines drawn two feet outside each rail, and bear all the cost thereof.

4. Marion County shall bear 1-1/8 percent of the cost of constructing the crossing and of furnishing and installing the crossbuck and advance warning pavement markings ordered herein.

5. Oregon Department of Transportation shall bear 85 percent of the cost of constructing the crossing and of furnishing and installing the crossbuck and advance warning pavement markings ordered herein.

6. Applicant shall inform the Commissioner upon completion of the project.

7. Any party aggrieved by paragraph 2.c. of this order may request the Commissioner to hold a hearing to determine whether that portion of this order should continue in effect. Any such request for hearing is to be submitted to the Commissioner not later than 15 days after the date of service of this order. The Commissioner will hold a hearing not later than 60 days after receipt of such a request.

Made, entered and effective 1/28/80.

PUBLIC UTILITY COMMISSIONER OF OREGON

JOHN J. LOBDELL
Public Utility Commissioner

STATE OF OREGON **INTEROFFICE MEMO**

Railroad & Utilities — DEPT.
378-6511 — TELEPHONE

TO: H. S. Coulter
State Highway Engineer

DATE: February 6, 1980

FROM: Roger D. Trygstad
Railroad & Utility Engineer

NOTED
H. S. COULTER

SUBJECT: SXF: 1125
CROSSING: 3E-71.0-C

BUILDING

Attached is a copy of Order No. 80-058 issued by the Public Utility Commissioner on January 28, 1980, relative to the above subject matter.

RDT/vlw
Attach.
cc: Richard Arnold, FHWA
E. S. Hunter
C. T. Keasey
R. L. Schroeder
C. O. Fredrickson
R. Kuehn
K. Wolfe
R. P. Hamilton
J. L. Sollis
Bob Judson
L. E. George

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FEB 7 '80
REFER TO
FOR

Info	Inves	R/D	D/R	Sgn	Act	File

ORDER NO. 80-058

ENTERED January 28, 1980

PUC CROSSING NO. 3E-71.0-C

BEFORE THE PUBLIC UTILITY COMMISSIONER
OF OREGON

SXF 1125

In the Matter of the Application of)
the CITY OF SALEM for the authority,)
pursuant to ORS 763.030, to alter a)
grade crossing of Union Street near)
Water Street and Oregon Electric)
Railway Company (Burlington)
Northern, Inc.), connection to)
Southern Pacific West Salem Branch,)
in Salem, Marion County, Oregon.)
(Front Street #5))

ORDER

On September 28, 1979, the City of Salem duly filed an application with the Commissioner seeking authority, pursuant to ORS 763.030, to alter an existing railroad-highway grade crossing of Union Street, a street under its jurisdiction, near Water Street, and the railroad approach to the Willamette River Railroad Bridge in Salem, Marion County, Oregon. The present railroad approach track is operated by Southern Pacific Transportation Company. Upon completion of the proposed project, rail operations over the relocated track will be conducted by the Oregon Electric Railway Company (Burlington Northern, Inc.).

The following parties made comments and recommendations on the application as follows: PUC staff by letter dated October 31, 1979; applicant by letter dated November 30, 1979; Pacific Northwest Bell by letter dated December 5, 1979; and Salem Electric by letter dated January 7, 1980.

Copies of the application and responses thereto were duly served upon Oregon Electric Railway Company, Southern Pacific Transportation Company, Oregon Department of Transportation, Marion County, Portland General Electric Company, Pacific Northwest Bell Telephone Company, Northwest Natural Gas Company, Salem Electric, Viacom Cablevision of Salem, and the Oregon Department of Land Conservation and Development. No objection by any party has been made to the granting of the application.

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RR & UTILITY UNIT

At the site of the proposed relocated crossing, Union Street, a two-way east-west street, is 44 feet wide, consisting of one 20-foot shoulder on its north side and two 12-foot travel lanes on its south side. At the present time, the Southern Pacific Transportation Company West Salem Branch line track enters the traveled surface of Union Street at a point approximately 175 feet westerly of the west curb line of Front Street. This track proceeds in Union Street to the west end of the Southern Pacific Willamette River Bridge, approximately 125 feet further west. The track occupies only the southerly portion of Union Street through this section.

Union Street dead-ends at the Willamette River, and most traffic on Union Street flows to and from Water Street which runs south of Union Street at that point. At the present time, this traffic, approximately 400 vehicles per day, crosses the existing Southern Pacific track. This project contemplates removal of the existing Southern Pacific track and replacement with a new connecting track which will occupy only the northerly portion of Union Street through approximately the same section now occupied by the Southern Pacific track. All through traffic on the Union-Water Street route will be diverted away from the new connecting track by a painted stripe on the street surface which will channel traffic to the south of the new track. The traffic which will cross over the new track will be primarily that going to and from a parking lot northerly of Union Street near the bank of the Willamette River.

This project is part of a project known as the Front Street Bypass Project. Upon completion of this project, rail service to Southern Pacific customers in West Salem will be provided by the Oregon Electric Railway via the new connecting track. The purpose of the project is to improve the traffic carrying capacity of Front Street by eliminating railroad-highway conflicts and by adding traffic lanes. All railroad trackage on Front Street, south of Division Street, will be removed. Oregon Electric trackage will be relocated westerly off the traveled way of Front Street.

The relocated crossing will be protected with one Standard No. 1R reflectorized crossbuck to be located on the northerly side of Union Street, just easterly of the alley. In addition, as noted above, a line will be painted on Union Street to divert through traffic away from the new connecting track. This line will run from the north curb line of Union, just east of the alley, to the west curb line of Water Street. At no point will this line be closer than 10 feet to the connecting track. The existing crossing of Union near Water Street has been designated as No. CM-719.72. Upon completion of this project, this crossing will be deleted from the Commissioner's catalog of railroad-highway crossings, and the relocated crossing will be identified with an Oregon Electric Railway Company prefix and milepost designation; 3E-71.0-C.

Due consideration has been given to all representations in the application and responses thereto. No matters within the scope of ORS Chapter 763 are in issue and no hearing will be required.

Based upon the application, it is found that the application should be granted upon the following terms and conditions.

IT IS THEREFORE ORDERED that:

1. The authority to relocate the crossing as requested herein is hereby granted upon the condition that physical construction of the crossing must be substantially in progress within two years of the effective date of this order. If this condition is not met, then the permission expires on that date.

2. Applicant shall:

   a. Construct the crossing and bear 13-7/8 percent of the cost thereof;

   b. Furnish and install one Standard No. 1R reflectorized crossbuck, located as specified above in the body of this order, and bear 13-7/8 percent of the cost thereof;

   c. Install a painted stripe on Union Street to divert through traffic away from the relocated track, as described above in the body of this order, and bear 13-7/8 percent of the cost thereof; and

   d. Maintain the pavement stripe and maintain that portion of the crossing lying outside lines drawn two feet outside each rail, and bear all the cost thereof.

3. Oregon Electric Railway Company shall maintain the crossbuck ordered herein and maintain that portion of the crossing lying between lines drawn two feet outside each rail, and bear all the cost thereof.

4. Marion County shall bear 1-1/8 percent of the cost of constructing the crossing and of furnishing and installing the crossbuck and pavement stripe ordered herein.

5. Oregon Department of Transportation shall bear 85 percent of the cost of constructing the crossing and of furnishing and installing the crossbuck and pavement stripe ordered herein.

6. Each party shall notify the Commissioner upon completion of its portion of the project.

Made, entered and effective 1/28/80.

JOHN J. LOBDELL
Public Utility Commissioner

STATE OF OREGON **INTEROFFICE MEMO**

Railroad & Utilities
DEPT

378-6511
TELEPHONE

TO: H. S. Coulter
State Highway Engineer

DATE: February 6, 1980

FROM: Roger D. Trygstad
Railroad & Utility Engineer

NOTED
H. S. COULTER

SUBJECT: SXF: 1128
CROSSING: 3E-71.16-A

BUILDING

Attached is a copy of Order No. 80-060 issued by the Public Utility Commissioner on January 28, 1980 relative to the above subject matter.

RDT/vlw
Attach.
cc: Richard Arnold, FHWA
E. S. Hunter
C. T. Keasey
R. L. Schroeder
C. O. Fredrickson
R. Kuehn
K. Wolfe
R. P. Hamilton
J. L. Sollis
Bob Judson
L. E. George

RECEIVED
STATE HWY ENGR
FEB 7'80
REFER TO
FOR
Info
Inves
R/D
D.R.
Sign
Act
File

ORDER NO. 80-060

ENTERED January 28, 1980

CROSSING NO. 3E-71.16-A

BEFORE THE PUBLIC UTILITY COMMISSIONER
OF OREGON

SXF 1128

In the Matter of the Application of)
the CITY OF SALEM for the authority,)
pursuant to ORS 763.020, to construct)
a separated crossing of the Center)
Street Bridge off-ramp to southbound) ORDER
Front Street and Oregon Electric Rail-)
road Company (Burlington Northern,)
Inc.), Main Line, in Salem, Marion)
County, Oregon. (Front Street #8))

On September 28, 1979, the City of Salem duly filed an application with the Commissioner seeking authority, pursuant to ORS 763.020, to construct a railroad track beneath an existing highway bridge structure, known as the Center Street bridge off-ramp, in Salem, Marion County, Oregon. The railroad track will be operated by the Oregon Electric Railway Company (Burlington Northern, Inc.) as its main line between Portland and Eugene.

Copies of the application and responses thereto were duly served upon Oregon Electric Railway Company, Southern Pacific Transportation Company, Oregon Department of Transportation, Marion County, Portland General Electric Company, Pacific Northwest Bell Telephone Company, Northwest Natural Gas Company, Salem Electric, Viacom Cablevision of Salem, the Oregon Department of Land Conservation and Development. No objection by any party has been made to the granting of the application.

Applicant proposes that the existing Oregon Electric main line, which is presently located in Front Street, be relocated to the west as part of a project known as the Front Street Bypass Project. At the point of the proposed new overcrossing, the relocated Oregon Electric main line will pass beneath the existing highway off-ramp which connects the Center Street Bridge with Front Street.

RECEIVED
FEB 6 1980
RR & UTILITY UNIT

The purpose of the project is to improve the traffic-carrying capacity of Front Street by eliminating railroad-highway conflicts and providing additional lanes of traffic. In addition to the relocation of the Oregon Electric trackage off Front Street, the existing Southern Pacific trackage in Front Street will be eliminated.

Due consideration has been given to all representations in the application and responses thereto. No matters within the scope of ORS Chapter 763 are in issue and no hearing will be required.

Based upon the application, it is found that the overcrossing is required by the public safety and welfare. The application should be granted upon the following terms and conditions.

IT IS THEREFORE ORDERED that:

1. The authority to construct the overcrossing as requested herein is hereby granted.
2. Applicant shall construct the track beneath the existing Center Street off-ramp structure and bear 13-7/8 percent of the cost thereof.
3. Marion County shall bear 1-1/8 percent of the cost of constructing the track beneath the existing Center Street off-ramp structure.
4. Oregon Department of Transportation shall:
    a. Bear 85 percent of the cost of constructing the track beneath the existing Center Street off-ramp structure; and
    b. Maintain the existing Center Street off-ramp structure and all highway appurtenances thereto, and bear all the cost thereof.
5. Applicant shall notify the Commissioner upon completion of the project.

Made, entered and effective 1/28/80

JOHN J. LOBDELL
Public Utility Commissioner

STATE OF OREGON **INTEROFFICE MEMO**

Railroad & Utilities
DEPT.
378-6511
TELEPHONE

TO: H. S. Coulter
State Highway Engineer

DATE: February 6, 1980

FROM: Roger D. Trygstad
Railroad & Utility Engineer

NOTED
H. S. COULTER

SUBJECT: SXF: 1129
CROSSING: 3E-71.25-C (NEW)
CM-719.57C (OLD)

BUILDING

Attached is a copy of Order No. 80-061 issued by the Public Utility Commissioner on January 28, 1980, relative to the above subject matter.

RDT/vlw
Attach.
cc: Richard Arnold, FHWA
E. S. Hunter
C. T. Keasey
R. L. Schroeder
C. O. Fredrickson
R. Kuehn
K. Wolfe
R. P. Hamilton
J. L. Sollis
Bob Judson
L. E. George

RECEIVED
STATE HWY ENGR
FEB 7 '80
REFER TO
FOR

Info	Inv	R/D	S.E.	Sign	Act	File

ORDER NO. 80-061

ENTERED January 28, 1980

NEW PUC CROSSING NO. 3E-71.25-C

OLD PUC CROSSING NO. CM-719.57C

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 1129

In the Matter of the Application of)
the CITY OF SALEM for the authority,)
pursuant to ORS 763.030, to alter a)
grade crossing of Chemeketa Street)
at Water Street and Oregon Electric) ORDER
Railway Company (Burlington)
Northern, Inc.) connection to)
Southern Pacific Railroad Boise)
Cascade Container Plant Spur, in)
Salem, Marion County, Oregon.)
(Front Street #9))

On September 28, 1979, the City of Salem duly filed an application with the Commissioner seeking authority, pursuant to ORS 763.030, to alter an existing spur track crossing of Chemeketa Street, near Water Street, in Salem, Marion County, Oregon. The existing spur track crossing, operated by Southern Pacific Transportation Company, has been designated as No. CM-719.57-C in the Commissioner's catalog of public crossings. The altered crossing, which will be operated by Oregon Electric Railway Company (Burlington Northern, Inc.), will be assigned No. 3E-71.25-C.

The following parties made comments and recommendations on the application as follows: PUC staff by letter dated October 31, 1979; applicant by letter dated October 30, 1979; and Pacific Northwest Bell Telephone Company by letter dated December 5, 1979.

Copies of the application and responses thereto were duly served upon Oregon Electric Railway Company, Southern Pacific Transportation Company, Oregon Department of Transportation, Marion County, Portland General Electric Company, Pacific Northwest Bell Telephone Company, Northwest Natural Gas Company, Salem Electric, Viacom Cablevision of

RECEIVED
FEB 6 1980
RR & UTILITY UNIT

Salem, and the Oregon Department of Land Conservation and Development. No objection by any party has been made to the granting of the application.

Applicant proposes that the existing Southern Pacific spur track serving the Boise Cascade Corporation container plant be altered to connect with the relocated Oregon Electric Railway Company main line, as part of a project known as the Front Street Bypass Project. Upon completion of the Front Street project, rail service to this plant, as well as to other industries in the Front Street area, will be provided solely by Oregon Electric Railway. The altered spur track crossing may be removed within the next five years, with rail service to the container plant then being provided by way of a new spur track to the east of the plant. Construction of the altered spur track at this time will permit elimination of Southern Pacific trackage on Front, including that portion of the existing Southern Pacific container plant spur track east of the proposed altered crossing. This will allow elimination of crossing No. CM-719.52-C, Center Street Bridge off-ramp (see SXF 815; Order 76-646 and 77-164); CM-719.50-C, Front Street between Chemeketa and Center; and CM-719.46, Chemeketa Street at Front. Also, crossing No. 3E-71.22, Chemeketa Street at Front, will be eliminated by relocation of the Oregon Electric main line off Front Street.

At the site of the proposed crossing, Chemeketa Street is 59 feet wide, consisting of two 12-foot travel lanes and two 17½-foot paved parking areas. Chemeketa intersects Water Street in a "T" intersection, just west of the proposed altered crossing. Chemeketa does not go through to Front Street, one block east of Water Street, being cut off by the off-ramp which connects the Center Street Bridge with Front Street. Traffic on Chemeketa at the crossing site averages an estimated 100 vehicles per day.

The existing container plant spur track meanders along Chemeketa Street, meeting traffic at angles varying from zero to 10 degrees. The altered spur track crossing will have an angle of 40 degrees. It will be protected with one Standard No. 1R crossbuck located east of the crossing on the north side of Chemeketa Street. In addition, advance warning pavement markings will be installed on Water Street, north and south of the spur track crossing of that street. (The Water Street crossing, now designated as CM-719.63-C will be redesignated as No. 3E-71.27-C.)

Due consideration has been given to all representations in the application and responses thereto. No matters within the scope of ORS Chapter 763 are in issue and no hearing will be required.

Based upon the application and the files of the Commissioner, it is found that the application should be granted upon the following terms and conditions.

IT IS THEREFORE ORDERED that:

1. The authority to alter the crossing as requested herein is hereby granted upon the condition that physical construction of the crossing must be substantially in progress within two years of the effective date of this order. If this condition is not met, then the petition expires on that date.

2. Applicant shall:

    a. Construct the altered spur track crossing and bear 13-7/8 percent of the cost thereof;

    b. Furnish and install one Standard No. 1R crossbuck at the crossing, install standard advance warning pavement markings on Water Street, 130 feet north of the centerline of Chemeketa Street and 300 feet south of the centerline of Chemeketa Street and bear 13-7/8 percent of the cost thereof; and

    c. Maintain the advance warning pavement markings and maintain that part of the crossing lying outside lines drawn two feet outside each rail, and bear all the cost thereof.

3. Oregon Electric Railway shall maintain the crossbuck and maintain that part of the crossing lying between lines drawn two feet outside each rail, and bear all the cost thereof.

4. Marion County shall bear 1-1/8 percent of the cost of constructing the crossing and of installing the protective devices ordered herein.

5. Oregon Department of Transportation shall bear 85 percent of the cost of constructing the crossing and of installing the protective devices ordered herein.

6. Applicant shall notify the Commissioner upon completion of the project.

Made, entered and effective 1/28/80.

JOHN J. LOBDELL
Public Utility Commissioner

wr/5223F

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.	IX-1705(3)
STATE PROJECT NO.	See below
COUNTY NAME	Marion
PROGRAM STAGE (Check)	☐ 1. ☐ 2.
PROGRAM NO.	
ITEM NO.	80018

FROM:
G. L. Green
Division Administrator

TO:
Mr. H. S. Coulter
State Highway Engineer
Salem, OR

RECEIVED
STATE HWY ENGR.
FEB 5 '80
REFER TO
FOR
Info Inves R/D D/R Sign Act File

DATE PS&E APPROVED	1-30-80
DATE AUTHORIZATION EFFECTIVE	1-30-80
FEDERAL ROUTE NUMBER	FAU 1705
STATE ROUTE NUMBER	City Street

GENERAL LOCATION:

Division St. N. E. - Trade Street S. E. (Salem)

GENERAL DESCRIPTION OF WORK:

Grade, drain, pave, traffic signal and illumination

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER *(Specify)* See below

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 10-18-79, you are authorized to proceed with actions necessary to advance the physical construction of the subject project.

PS&E documents for the subject project have been reviewed and are approved for a TEC of $5,130,000 with Federal participation limited to $4,360,500.

(Advice dated 1-25-80)

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1-30-80	D. K. Hossner	for Division Administrator

7101

2

January 29, 1980

City of Salem
City Hall
Salem, OR 97301

AGR 4

Attention: Betty J. Marsh
City Recorder

Board of County Commissioners
Marion County
Courthouse
Salem, OR 97301

MISC. CONTRACTS and
AGREEMENTS No. 2

Attention: Edwin [illegible]. Morgan
County Clerk

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering the Division Street-Pine Street section of the Front Street bypass project.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert [illegible]. Gormsen
COMMISSION SECRETARY

kn

Att.

bc: [illegible]on Harwell (agree. att.)

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 1/28.80
Donald L Rout

January 24,'80 Bid Letting ____________ All Clear Deadline

SECTION Division St.-Trade Street
Highway ____________
County Marion Region 2
Type of Work G.P. etc. Funds FAI-X
State __ Consultant __ Plans Avail. __ Yes __ No

DOCUMENTS:	Not Required	Required	Mitigation Required	Mitigation/Plans	All Clear
EIS		X	X	X	X
Negative Declaration	X				
Project Assessment		X			X
Write-off Letter	X				

PERMITS:	Not Required	Required	Mitigation Required	Mitigation/Plans	All Clear
Division of State Lands	X				
D.O.G.M.I.	X				
Corps of Engineers	X				
Coast Guard	X				
Co. Conditional Use	X				
NPS Air Pollution	X				
NPS Water Pollution	X				

CULTURAL:	Not Required	Required	Mitigation Required	Mitigation/Plans	All Clear
Cultural Survey		X			X
Cultural Salvage	X				

NOISE:	Not Required	Required	Mitigation Required	Mitigation/Plans	All Clear
Noise Study		X			X

Salem

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
January 28, 1980

FILE:

FROM: Rod Henry, Assistant
Right of Way Manager

SUBJECT: Right of Way Certification
F. A. Projects
Bid Opening February 28, 1980

TO: D. H. Moehring
Assistant State Highway Engineer

Federal-aid Project No. IX-17[illegible]5(3) Highway No. 724 - City

Federal-aid Project Name Division St. N.E.-Trade St. S.E. (Salem)

I certify that to the best of my knowledge the following statements, as checked, are correct with regard to the right of way and relocation for this project:

[ ] No additional right of way was acquired. Construction can be accomplished within the existing right of way.

[X] Right of way was acquired in accordance with current FHWA directives covering acquisition of real property and with the relocation provisions of FHPM 7-5. The State has legal and physical possession or has a right to occupy and use all right of way. Occupants have vacated all residential, commercial and farm buildings.

* * * * *

[X] There are no individuals or families to be displaced from residential improvements.

[ ] All individuals and families have been relocated to decent, safe, and sanitary housing, or the State has made available to relocatees adequate replacement housing in accordance with the provisions of current FHWA directives.

REFERRED TO
____ Beard ____ Stoudenmeyer __
✓ Cole ____ Sample __
____ Erikson ____ Watson __
____ Hager ____ Dunn ____ Leue __
[✓ Return] Discuss Do File Copy D[illegible]
BY FINAL DESIGN ENGINEER

RJH:jk

cc: J. H. Versteeg
Duane Ridings
F. C. Lowe

January 23, 1980

Department of Transportation
Highway Division
Transportation Building
Salem, OR 97310

Attention: Roger D. Trygstad

Dear Mr. Trygstad:

SUBJECT: FRONT STREET BYPASS PROJECT
DIVISION TO TRADE STREET

Please refer to my letter to you of January 17, 1980.

It has been called to my attention that the parcel described in the attached legal, which inured to the State of Oregon with the vacation of Chmeketa Street adjoining Block 61, must also be deeded to the City.

Your cooperation in this matter is greatly appreciated. Please call me at 588-6011 if I may be of assistance.

Sincerely yours,

John A. Fowler
Real Estate Specialist

JAF:ll

attachment

cc: Perry Crosley✓
Ralph Lambert

RECEIVED
STATE HWY ENGR
JAN 31 '80
REFER TO

Info	Inves	R/D	D/R	Sign	Act	File

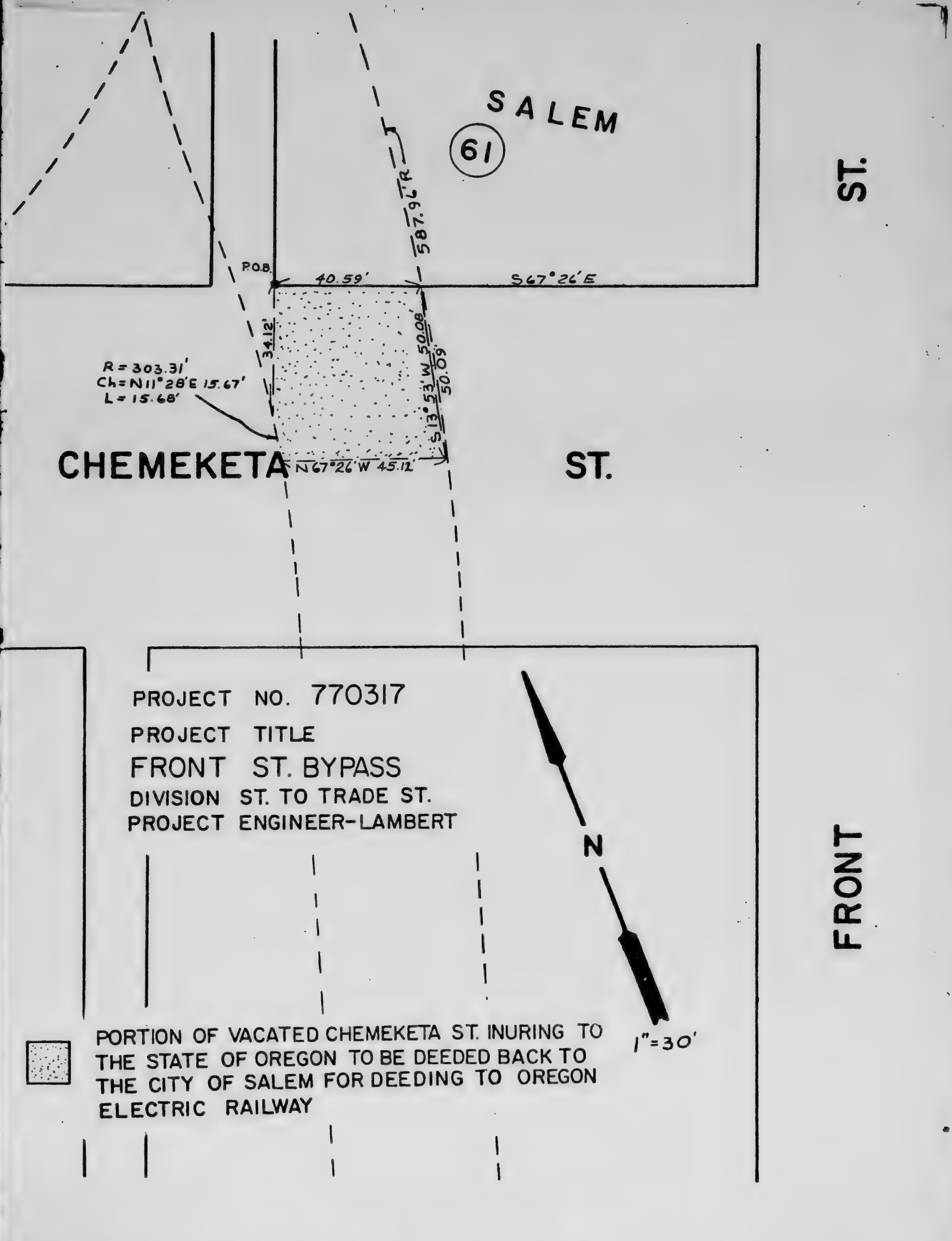
R

RECEIVED
JAN 25 1979
RR & UTILITY UNIT

PORTION OF VACATED CHEMEKETA STREET INURING TO STATE OF OREGON TO BE DEEDED BACK TO CITY OF SALEM FOR DEEDING TO OREGON ELECTRIC RAILWAY

Beginning at the point of intersection of the North Line of Chemeketa Street, City of Salem, Marion County, Oregon and the East Line of the North South alley in Block 61, Salem; thence South 67° 26' East, along the North Line of said Chemeketa Street 40.59 feet; thence southwesterly along a 587.96 feet radius curve to the right (the chord of which bears South 13° 53' West, 50.08 feet) a distance of 50.09 feet to a point on the Center Line of said Chemeketa Street; thence North 67° 26' West along the Center Line of said Chemeketa Street 45.12 feet; thence northeasterly along a 303.31 feet radius curve to the left (the chord of which bears North 11° 28' East, 15.67 feet) a distance of 15.68 feet to a point on the southerly extension of the East Line of the said alley in Block 61; thence northerly along the southerly extension of the East Line of said alley 34.12 feet, to the point of beginning.

Containing: 2190 square feet more or less.


SALEM
61
587.96' R
P.O.B.
40.59'
S67°26'E
34.12'
R = 303.31'
Ch = N11°28'E 15.67'
L = 15.68'
S 13° 53' W 50.08
50.09'
N67°26'W 45.12'
CHEMEKETA ST.
FRONT ST.
N
1" = 30'

PROJECT NO. 770317
PROJECT TITLE
FRONT ST. BYPASS
DIVISION ST. TO TRADE ST.
PROJECT ENGINEER-LAMBERT

▨ PORTION OF VACATED CHEMEKETA ST. INURING TO THE STATE OF OREGON TO BE DEEDED BACK TO THE CITY OF SALEM FOR DEEDING TO OREGON ELECTRIC RAILWAY

A BILL
FOR

BILL NO.

ORDINANCE NO.
235 79

AN ORDINANCE to vacate a PORTION OF CHEMEKETA STREET APPROXIMATELY 91 FEET WEST OF FRONT STREET, City of Salem, Marion County, Oregon; and declaring an emergency.

WHEREAS, the Common Council by its Resolution No. 79-281, initiated proceedings to vacate a PORTION OF CHEMEKETA STREET APPROXIMATELY 91 FEET WEST OF FRONT STREET, City of Salem, Marion County, Oregon; AND

WHEREAS, thecommon council determines and finds that due and legal notice of the proposed vacation of said portion of CHEMEKETA STREET APPROXIMATELY 91 FEET WEST OF FRONT STREET and of the hearing to be held thereon, has been given by publication of the required notice in a newspaper of general circulation published and printed in the said City of Salem for four consecutive weeks prior to the date of the hearing and by posting of said notice at or near each end of said street for more than 28 days prior to such hearing which notice particularly described said street and set forth the date of said hearing; AND

WHEREAS, at such hearing which was held at the time stated in said notice and prior to the passage of this ordinance no objections or remonstrances to the vacation of said street was made or filed, and no one now appears to object or remonstrate, and time for filing objections and remonstrances has fully expired; AND

WHEREAS, the Common Council determines and finds that all owners of all property abutting upon said street consent to the aforesaid vacation; that the vacation is necessary in conjunction with the widening and improvement of Front Street between Trade Street and Marion Street: that Southern Pacific and Burlington Northern Railroad have agreed to relocate railroad tracks conditioned upon the vacation of said street to provide the right of way for the relocated tracks; and that the interest of the general public will best be served if said portion of said street be vacated, and such vacation will not in any way prejudice the interest of any abutting property owners nor will it substantially affect the market value of any property within the affected area; NOW, THEREFORE

BE IT ORDAINED BY THE COMMON COUNCIL
OF THE CITY OF SALEM, OREGON:

Section 1. That the following PORTION OF CHEMEKETA STREET APPROXIMATELY 91 FEET WEST OF FRONT STREET, City of Salem, Marion County, State of Oregon, described as follows, towit:

> Beginning at a point on the North Line of Chemeketa Street, City of Salem, Marion County, Oregon, said point being Northwesterly 91.41 feet from the point of intersection of the North Line of said Chemeketa Street and the West Line of Front Street, said point also being at a right angle to Burlington Northern R.R. Station 67 + 90.8; thence 67° 26' West along the North Line of said Chemeketa Street 50.32 feet; thence Southwesterly along the arc of a 303.31 foot radius curve to the right (the chord of which bears South 10° 55' West 80.69 feet) a distance of 80.93 feet; thence South 18° 34' West 20.04 feet to a point on the South Line of said Chemeketa Street; thence South 67° 26' East along the south line of said Chemeketa Street 44.11 feet; thence North 18° 34' East 26.66 feet; thence Northeasterly along the arc of a 587.96 foot radius curve to the left (the chord of which bears North 15° 0' East 73.05 feet) a distance of 73.10 feet to the point of beginning.

Containing 4,538 square feet more or less

be and the same hereby is vacated. Nothing contained herein shall cause or require the removal or abandonment of any sewer, water main, gas line, conduit of any kind, wires or poles which are now installed in said street and used or intended to be used for any public service, and the right is reserved to maintain and continue, repair, reconstruct, renew, replace, rebuild or enlarge any and all such things.

Section 2. That a certified copy of this ordinance shall be filed for record by the city recorder with the county recorder for Marion County, Oregon and that a certified copy of this ordinance shall be filed with the county assessor and with the county surveyor of said county.

Section 3. That this act being necessary for the immediate preservation of the public peace, health and safety, an emergency is hereby declared to exist and this ordinance shall be in full force and effect from and after the date of its passage.

PASSED by the Common Council this ~~14th day of January, 1980.~~ 17th day of December, 1979

SIGNED by the Mayor this ~~15th day of January, 1980.~~ 18th day of December, 1979

Mayor of the City of Salem

ATTEST:

Betty J. Marsh
CITY RECORDER

January 21, 1980

Don Bedford, Region Utility Engineer
Oregon State Highway Division, Region 2
2960 E. State Street
Salem, Oregon 97310

RE: FRONT STREET BYPASS
DIVISION ST. TO CHURCH ST. SECTION
UTILITY RELOCATION REPORT

Dear Mr. Bedford:

This is in reply to your letter of December 27, 1979 requesting utility relocation information for the subject project.

Attached is a Utility Relocation Report for the Front Street Bypass Project from Division Street to Church Street.

Very truly yours,

DEPARTMENT OF PUBLIC WORKS

B.T. Van Wormer by RWL

B. T. Van Wormer, P. E.
Assistant Director of Public Works
and Acting City Engineer

BTV/RWL:ece

Attachment

cc: Don Mac Fadden, Chief Design Engineer
Ralph Lambert, Project Engineer

FRONT STREET BYPASS

DIVISION STREET TO CHURCH STREET SECTION

UTILITY RELOCATION REPORT

The following Utility Companies have facilities within the limits of this project:

City of Salem - Sanitary Sewers
City of Salem - Water
Portland General Electric
Salem Electric
Pacific Northwest Bell Telephone
Northwest Natural Gas
Viacom TV Cablevision

Preliminary contract plans were distributed to all Utility Companies on October 9, 1979 and November 27, 1979 by the State Highway Utility Engineer. By this letter, all utilities were instructed to provide the City with a sketch map and schedule for accomplishing the work.

City and State staff met with representatives of all of the Utility Companies on December 18, 1979 to coordinate the utility relocation process.

Following is a brief description of each utilities situation:

CITY OF SALEM - SANITARY SEWERS

The City's sanitary sewer lines are shown on sheets 3B, 4B, 5B and 6A of the States contract plans.

The existing sanitary sewers are mostly located in the public alleys onehalf block east and west of Front Street. Ferry Street contains an 18" sewer which flows westerly to a lift station on the north side of Ferry Street just east of Front Street. This lift station discharges into an existing 10" sewer in Front Street which flows north to Court Street to connect to a 15" sewer flowing east in Court Street to the alley where it increases to an 18" sewer. Union Street contains a 48" sewer crossing Front Street.

The contract plans include the following major items of adjustment:

1. Alley east of Front St. and south of Division Street. Replace 8" sewer under north diagonal.

2. West Salem Railroad Spur at alley west of Front Street. Replace 8" sewer with ductile iron under the railroad track.

3. Marion Street at Front Street. Replace 15" sewer under Front St & with ductile iron under railroad track.

4. Court St. @ Railroad Mainline. Replace 10" sewer with ductile iron under railroad track.

5. Front St. from Ferry St. to Court St and Court St. from Front St. east to alley. Replace 10" and 15" sanitary sewer with 18" sanitary sewer to accomodate future City growth and not require cutting newly placed street paving.

6. Ferry St. at West side of High St. and at alley east of High St. There are existing brick manholes that have 6" water lines thru the existing manhole. The manhole is to be replaced. However, the water line cannot be taken out of service, for removal from the manhole, until the contractor has the new 12" water line constructed in this area and water services are transferred to the new 12" water line.

7. Ferry St. sewer pump station near Front St. The States contract includes changing the existing stairway access to a manhole access. The City on January 14, 1980 wrote to the State that the revisions will close off a blower vent from the wet well. The City requested a change to the plans for the contractor to install a manhole lid in the roof of the east half of the pump station. The exact location to be coordinated with Tom Wolfe City of Salem, lift station Foreman 588-6063.

The City also requested that the ladder rungs be replaced by an aluminum ladder mounted to the access wall. Mount ladder same distance from wall as manhole rungs.

The City crews will relocate the water backflow device inside the pump station. City crews will also be making other modifications in and around this sewer pump station.

The States contractor will need to coordinate his work with the other contractor's retained by the City to construct a replacement force main from the Ferry Street pump station to the new Ferry Street manhole to be constructed under the States contract. The Citys force main contract is to be bid March 1980 and is to begin work at the same time as States sewer contract work. At no time shall the pump station be without a functioning gravity sewer to receive station discharge.

City crews will be relocating services in the alley west of Front Street between Marion and Center Streets (The sewer in the alley west of Front Street between Center and Chemeketa Streets is to be abandoned.)

The City will have a contractor relining the existing 18" sewer in Ferry Street from Front Street to Liberty Street. The contractors pit will be located at the Ferry Street sewer pump station. This work will start approximately April 1980 and require 60 days to do.

The City is of the opinion that the following items are eligible for Federal Utility Reimbursement because they are City sanitary sewer facilities within City street right of way who's relocation or adjustment is required by the States contract:

1. Sheet 3B Item 22 Railroad Crossing
   Materials $1,159.20 + Labor $2,028.60 = $3,187.80 TOTAL

2. Sheet 4B Item 15 Construct cleanout

3. Sheet 4B Item 15 Relocate sewer services
   Due to abandoning existing sewer to clear railroad
   work to be done by City crews
   Materials $2,180.40 + Labor $3,815.70 = $5,996.10 TOTAL

4. Sheet 4B Item 17 Railroad crossing
   Materials $1,449.00 + Labor $2,535.75 = $3,984.75 TOTAL

5. Sheet 5B Item 22 Railroad crossing
   Materials $877.86 + Labor $1,535.94 = $2,413.80 TOTAL

6. Sheet 5A Item 7 Ferry St. Pump Station
   Access Revisions

7. Any other items already included in City-State Utility agreement of December 12, 1980, copy attached. (It appears some of the above items are included in this agreement. The City is unable to verify due to lack of backup information.)

Since this work is mostly in the States contract, no delays to the contract are anticipated. City crews will be available as necessary to work with the contractor.

For your information, the City's Sanitary Sewer Superintendent is Keith Farrow who's office is at the City Shops 22nd and Howard Streets SE Salem, phone 588-6063.

CITY OF SALEM - WATER

The City water facilities and their relocation is shown on sheets 3E, 4E, 5E and 6C of the States contract plans. These sheets were prepared by the City and inserted into the States contract. There is an extensive network of existing 6", 8", 12" and 24" water lines within the project area. These lines are mostly located within the existing paved portion of City street right-of-way.

The contract plans for water relocation show abondoning existing 4" and 6" lines and replacing them with new 12" and 24" lines. This enlargement will provide for future City growth and not require cutting newly placed street paving. The major items include:

1. Install new 12" water on the east side of Commercial St. from "D" St. to Union St. to replace existing 3" water.
2. Abandoning existing 6" water under the existing railroad tracks in Front St.
3. Installing a new 24" water along the west side of Front St. from Marion St. to Chemeketa St. and easterly along the north side of Chemeketa St. to Commercial St.
4. Install new 12" water along east side of Front St. from Chemeketa St. to Ferry St.
5. Install new 12" water along north side of Court St. from Front St. to Commercial St.
6. Install new 12" water along north side of Ferry St. from Front St. to Commercial St.
7. Install new 24" water in Ferry St. from Commercial St. to Liberty St.
8. Install new 12" water in Ferry St. from Liberty St. to Church St.
9. Install new 12" water in Trade St. from High St. to Church St.
10. Install new 12" water in High St. from Ferry St. to Trade St.
11. Install new 12" water in Church St. from Ferry St. to Trade St.
12. Relocate fire hydrants
13. Transfer water services from old 6" lines to new 12" lines

The City crews will be adjusting or relocating approximately 58 water meters within the project area in coordination with the contractor.

The existing water facilities are all City of Salem facilities within public street right-of-way. However, due to betterment (larger size pipes) and considering expired service life, it does not appear that the City would be eligible for much Federal Utility Reimbursement. However, there are two water items that the City should receive utility for, namely;

1.	Relocation of 5 fire hydrants necessitated by street construction. Cost from State Utility Estimate	=	$3,375.00
2.	Adjustment and relocation of water meters. 58 meters @ $120.00 each	=	$5,960.00
	Total Cost	=	$10,335.00

Federal funds needed $10,335.00 x 85% = $8,475.00

Since this work is mostly in the States contract, no delays to the contract are anticipated. City crews will be available as necessary to work with the contractor for meter adjustments, testing of line, etc.

For your information, the City's Water Superintendent is Keith Farrow who's office is at the City Shops, 22nd and Howard Streets SE, Salem, phone 588-6063.

PORTLAND GENERAL ELECTRIC (P.G.E.)

P.G.E.'s facilities are along the existing west side of Front Street. They consist of overhead 13 KV distribution and 57 KV Transmission Lines. Enclosed with this report is a copy of PGE relocation plan showing the location of their existing and proposed facilities. The 13 KV and 57 KV lines are to be relocated to new poles (both on same pole) west of the new Front St. westerly curb. PGE will also be installing underground along the west side of Front St. north of Marion St. PGE will be installing a splice vault in the Front St. median at the north line of State St. This will require special coordination to assure proper location. In addition, PGE will be installing underground vaults and lines in Ferry St. between Front and Commercial Streets. No PGE facility relocation is expected on the Ferry-Trade Couplet portion of this project.

PGE will be providing electrical service to the States signal and illumination contract. Illumination service will be provided at the following locations:

1. Front St. @ Division St. SW corner
2. Front St. @ State St. NW corner
3. Trade St. @ Liberty St. SE corner

All of PGE's existing facilities that require relocation are on public street right-of-way under City Franchise. No Federal Utility Reimbursement is anticipated to be requested.

PGE's relocation is expected to start in February 1980 and be completed in two to three months. PGE will work with the States contractor to stay out of his way. No delays anticipated.

PGE's contract for this project is George Morrow, phone 585-4410.

PACIFIC NORTHWEST BELL TELEPHONE (PNB)

PNB has some existing overhead facilities mostly in the north end of this project areas which will be all removed by May 1, 1980 and possibly sooner.

The alley at the north diagonal contains an underground phone line not shown on the plans. Enclosed is a sketch showing its location.

PNW has a major underground trunk line crossing Front St. in Chemeketa St., proceeding northerly in alley north of Chemeketa St. west of Front St. to Center St. and westerly along Center St. This is shown on the States plans. This trunk line serves West Salem, Monmouth-Independence, and contains PGE and Bonneville Power Control lines. It is imparative that the contractor not disturb this facility. This line does require lowering by PNB's contractor to clear the railroad construction. (Railroad grade set by 22'6" P.U.C. Clearance requirement under Center St. Bridge Off-ramp). The further down this phone line must be lowered, the longer the area of lowering. The State and PNB need to work together to closely determine minimum PNB lowering needs to accomodate railroad construction. The railroad drainage design may be able to be modified to minimize PNB lowering. It appears that the States Storm Drain Manhole No. 7 on sheet 4B will need to be shifted to avoid this telephone line. Approximately 500 feet of lowering is anticipated.

PNB's preliminary plan for this lowering is enclosed. This work is to be put out to bid by PNB. Anticipated construction start is April 1, 1980 at the earliest. Construction will require 3 weeks maximum time to do lowering.

Approximately 310 feet of the 500 feet ± total lowering appears to be eligible for Federal Utility Reimbursement. Enclosed are copies of City of Salem Ordinances 235-79 and 237-79 vacating portions of Chemeketa St. and the alley north of Chemeketa St. These ordinances retain the right (easement) to maintain, repair, replace, etc. all existing utilities including Pacific Northwest Bell. Costs involved are approximately 310 LF @ $50/LF = $15,500. Federal funds needed $15,500 x 85% = $13,175.00. This cost may be exceeded since PNB was not far enough along with the plans to prepare a good cost estimate.

PNB has verbally informed the City that they will try to recover 100% of the lowering cost in this 500 ± foot area from the City or somebody.

There is a PNB underground in the Alley Block 46 Salem (south of Ferry, east of Front St.). The line is 4' west of the east alley right-of-way line, and is not shown on the States plans. PNB's aerial plant in Alley Block 46 will be removed.

PNB has major underground facilities along the north side of Trade St. from Liberty St. to Church St. PNB's existing and future facilities are shown on the States contract plans, sheet 6. PNB's contract, now in progress, in this area, should be completed in one month.

PNB's contact for the Front St. project is Jim Turnbull, 399-4863.

SALEM ELECTRIC

Salem Electric has facilities primarily in the alleys located 1/2 block west of Front Street. Enclosed is a copy of Salem Electric's relocation sketch.

Salem Electric's conflicts appears to be as follows:

1. Division @ Commercial - Pole @ S.W. corner to be relocated.
2. Front St. N. Diagonal - Pole in alley to be relocated.
3. W. Salem RR Spur at Alley - Relocate 2 downguys and anchors relocated vault and terminal cables.
4. Alley W. of Front N. of Center to Chemeketa St. - Relocated 2 poles and reroute primary conductors for railroad construction.
5. Ferry St. @ Alley E. of Front St. - Relocate vault and relocate underground services.

All of these relocations except item 4 above appear to be on public street right-of-way by franchise and are therefore not eligible for Federal Utility Reimbursement.

Item 4 above is on recently vacated public street right-of-way. Enclosed are copies of City of Salem Ordinances 235-79, 236-79, and 237-79 vacating portions of two alleys and a portion of Chemeketa Street. These Ordinances retain the right (an easement) to maintain, repair, replace, etc., all existing utilities including Salem Electric.

Therefore, it appears Salem Electric is eligible for Federal Utility Reimbursement in the amount of $9,970. The Federal funds required would be $9,970 X 85% = $8,475.

No special contractor coordination requirements are known.

Salem Electric expects to start their relocation February 1, 1980 and be completed by the end of February, 1980. No delays are expected for the State Contractor.

Salem Electric's contact for this project is Robert James, Operation Manager or Nick Redding Engineering, phone 362-3601.

NORTHWEST NATURAL GAS (NWNG)

NWNG has gas lines varying from 2" to 8" throughout the project area all within public street right-of-way. These are shown on the States plans sheets 3, 4, 5 and 6.

There does appear to be one error in plotting NWNG facilities on the States plans. The States plans show gas lines in the alleys west of Front St. between Marion and Chemeketa Streets. NWNG map 110-007, copy enclosed, shows no lines in these alleys which would conflict with the railroad construction. It appears NWNG's Water St. facilities were shown as being in the alleys.

There will be some adjusting and lowering of NWNG facilities required. These will be done in coordination with the States contractor. No delays are anticipated.

Since NWNG facilities appear to all be within public right-of-way by franchise, no Federal Utility Reimbursement is anticipated.

NWNG's contact for this project is Dave Johnson, 585-6611.

VIACOM TV CABLEVISION

There may be some Viacom facilities attached to Portland General Electric (PGE) poles. Exact locations unknown.

Viacom will relocate with PGE.

No delays expected.

No special contractor coordination.

No Federal Utility Reimbursement anticipated.

Viacom's contact for this project is

Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JAN 22 1980
ROAD DESIGN
SECTION

Do Not File
Return To
Bring Up
Action

CITY
OF SALEM,
OREGON
City Hall / 555 Liberty St
Zip Code 97301
Public Works Department

January 18, 1980

Mr. Duane Christensen
Final Design Engineer
Oregon Department of Transportation
200 Transportation Building
Salem, Oregon 97310

Subject: Front Street Bypass - Traffic Signal Installations
Front Street at State Street Railroad Preemption

Dear Mr. Christensen:

The City of Salem will be signalizing the west approach of State Street (Boise Cascade driveway) at Front Street for left turns and through movements to the east. We feel the proximity of the Burlington Northern mainline at this intersection requires special signing and railroad preemption.

Please include in the traffic signal plans for this intersection preemptive sequence such that northbound left turns and southbound right turns into the Boise Cascade driveway will be prohibited during railroad preemption. This will require the installation of one part time restriction sign indicating "No Right Turn" for southbound traffic on Front Street. The remaining movements can be controlled through traffic signal indications. We suggest that a sign be erected on the west side of the Burlington Northern tracks directing eastbound truck traffic and traffic from the Boise Cascade plant to stop on a red signal on the west side of the tracks.

By copy of this letter, we will seek Burlington Northern Railroad Company's concurrence with this proposal through the Public Utilities Commission.

If you have any questions, please contact this office.

REFERRED TO
✓ Beard — Stoudenmeyer
✓ Coleman — Sample
Eriksen — Watson
Hager — Dunn — Lou
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Sincerely,

Bruce F. Schafer
City Traffic Engineer

By
Lew Garrison
Traffic Design Engineer

cc: Lou McNicoll
Doug Van Dyke
Ralph Lambert
L. E. George
Dave Astle

LHG/kms

Salem

Boise Cascade

Corrugated Container Division

P.O. Box 2005
Salem, Oregon 97308
(503) 364-2216

January 18, 1980

Mr. Louis McNicoll
Public Works Director
City of Salem
555 Liberty SE.
Salem, OR 97301

Dear Mr. McNicoll:

As the local representative of the Container Division of Boise Cascade Corporation, I have read and reviewed the Front Street Bypass Plans, Division Street to Church Street Section. After reviewing the plans and meeting with City representatives on January 17, 1980, to resolve differences, I give my approval of the plans with the following mutually agreed to exceptions:

(1) There will be a three-way traffic light installed at the intersection of State and Front Streets.

(2) All vehicles exiting from Boise Cascade property via State Street will be allowed to go:

- (a) East on State Street, crossing Front Street;
- (b) North on Front Street;
- (c) South on Front Street.
- (d) Vehicles will be allowed to enter State Street, east and west, from both northbound and southbound lanes on Front Street.

(3) The Front Street divider specifications will be altered as needed to handle Boise Cascade's maximum trucking needs.

(4) Boise Cascade will grant a 100-foot easement on State Street west of Front Street for the purpose of installing a traffic signal loop for the Front Street-State Street intersection.

Final approval of these plans for the Container Division will come from David Page, Container Division Vice President and General Manager. Plan copies have been directed to him. I anticipate no problem in attaining this approval.

Thank you for your cooperation.

Sincerely,

BOISE CASCADE/PACKAGING GROUP
Corrugated Container Division

John H. Paetel
General Manager

JHP/lmb

salem
CITY
OF SALEM,
OREGON
City Hall / 555 Liberty St.
Zip Code 97301

Public Works Department

January 16, 1980

Duane Christensen, Final Design Engineer
Oregon Department of Transportation
Transportation Building
Salem, Oregon 97310

RE: FRONT STREET BYPASS
DIVISION ST. TO CHURCH ST. SECTION
APPROVAL OF CONSTRUCTION PLANS

Dear Mr. Christensen:

Attached is a Certified Copy of Resolution 80-12, adopted by City Council on January 7, 1980, approving the December 27, 1979 Contract Plans and Specifications for the subject project.

Very truly yours,

DEPARTMENT OF PUBLIC WORKS

B. T. Van Wormer, P. E.
Assistant Director of Public Works
and Acting City Engineer

BTV/RWL:ece

cc: Phil Stearns, Region 2 OSHD Federal Aid Specialist
Ralph Lambert, Project Engineer
Don MacFadden, Chief Design Engineer

4 Vorsteen ✓
1 PC
2
3

RECEIVED
ROAD DESIGN
SECTION

Files

CERTIFICATION

STATE OF OREGON)
COUNTY OF MARION) ss
CITY OF SALEM

I, Betty J. Marsh, hereby certify that I am the duly appointed, qualified and acting Recorder of the City of Salem, Oregon; and

I FURTHER CERTIFY that the attached copy of City of Salem ResolutionNo. 80-12, adopted by the City Council on January 7, 1980, has been prepared by me, compared with the original and is a true and correct copy of the original and of the whole of Resolution No. 80-12.

WITNESS my Hand and the Seal of the City of Salem, Oregon this 9th day of January, 1980.

Betty J. Marsh
City Recorder

RESOLUTION NO. 80 12

BE IT RESOLVED BY THE COMMON COUNCIL
OF THE CITY OF SALEM, OREGON:

THAT the construction contract plans and special provisions for the Front Street Bypass and Ferry-Trade Couplet Projects prepared by the Oregon Department of Transportation, a copy of which is on file with the city recorder, be and the same is hereby approved.

ADOPTED by the Common Council this 7th day of January, 1980.

ATTEST:

CITY RECORDER

Salem

CITY
OF SALEM,
OREGON
City Hall / 555 Liberty St.
Zip Code 97301

Public Works Department

January 14, 1980

Duane Christensen, Final Design Engineer
Oregon Department of Transportation
Transportation Building
Salem, Oregon 97310

RE: FRONT STREET BYPASS
DIVISION ST. TO CHURCH ST.
FERRY ST. SEWER PUMP STATION

Dear Mr. Christensen:

The revisions to the access to this pump station will close off a blower vent from the wet well. The vent will require modification. The simplist way appears to be for the contractor to install a manhole lid in the roof of the east half of the station. The exact location to be coordinated with Tom Wolfe, City of Salem Lift Station Foreman, 588-6063.

We also request that the ladder rungs be replaced by an aluminum ladder mounted to the access wall. Mount ladder same distance from wall as manhole rungs.

The City will relocate the Backflow device inside the pump station.

We request these items be incorporated in the contract, or as an addendum, or as a construction change order, as best fits your schedule.

Very truly yours,

DEPARTMENT OF PUBLIC WORKS

B. T. VanWormer

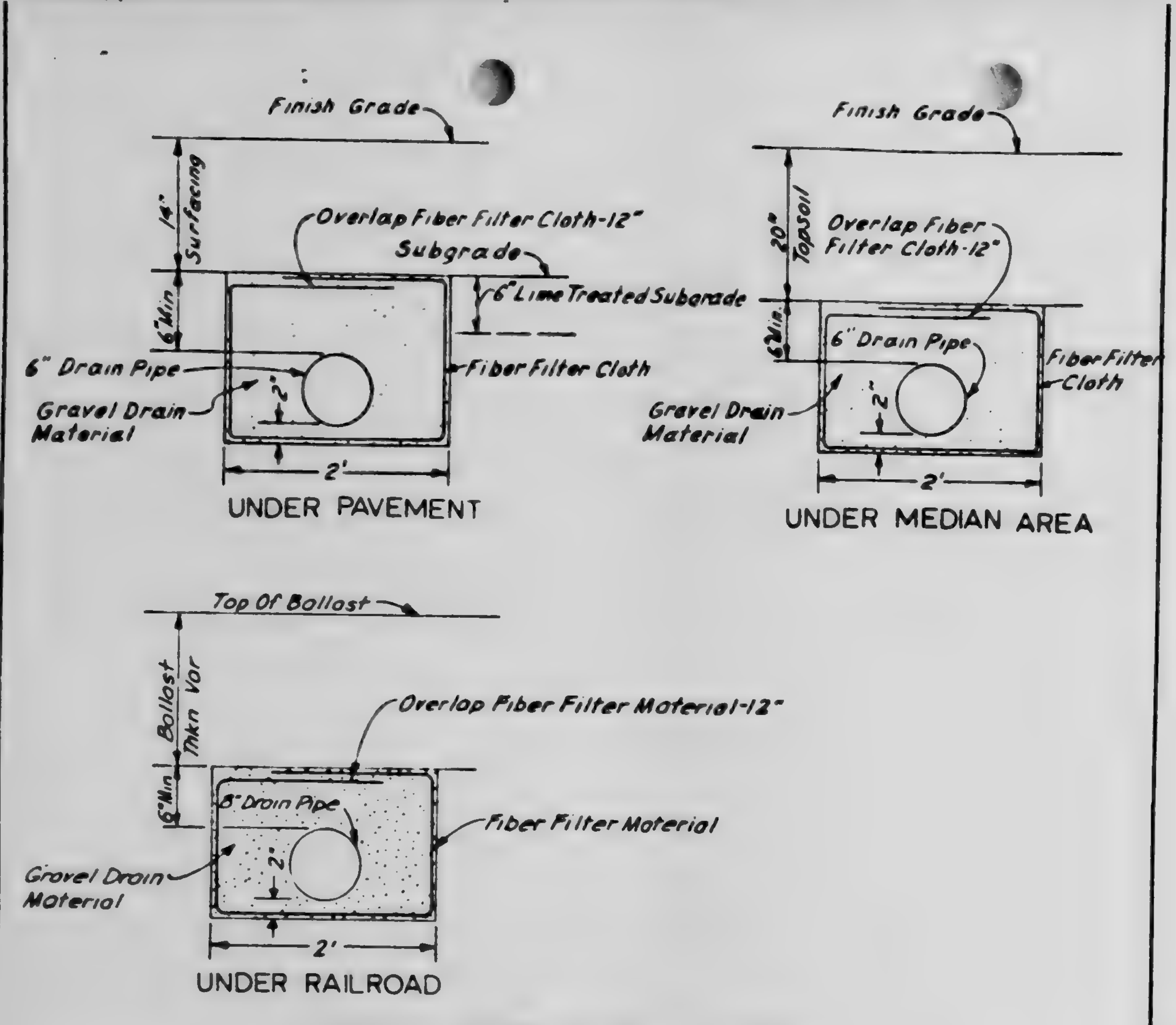
B. T. VanWormer, P. E.
Assistant Director of Public Works
and Acting City Engineer

BTV/RWL:ece

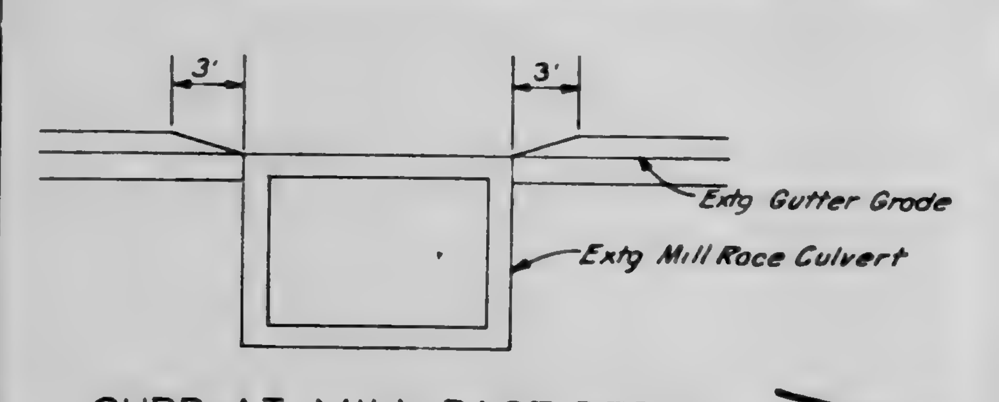
Attachment

cc: Ralph Lambert, Project Engineer
Don MacFadden, Chief Design Engineer
Keith Farrow, Water and Sanitary Sewer Superintendent

REFERRED TO
Beard ____ Stoudenmeyer ____
✓ Cole [illegible] ____ Sample ____
____ Eriksen ____ Watson ____
____ Hager ____ Dorn ____ Leu ____
[✓ Return] Discuss Do File Copy Due ____
BY FINAL DESIGN ENGINEER

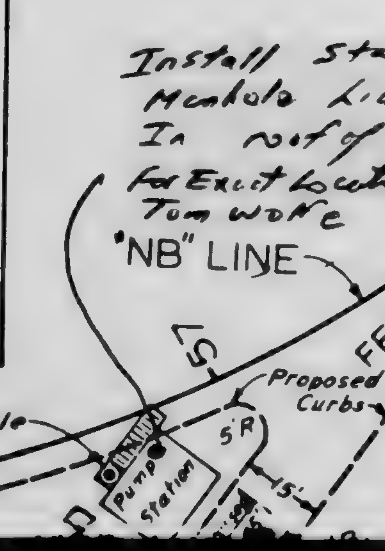

Finish Grade
14"
Surfacing
Overlap Fiber Filter Cloth-12"
Subgrade
6" Lime Treated Subgrade
6" Min
6" Drain Pipe
Fiber Filter Cloth
Gravel Drain Material
2"
2'
UNDER PAVEMENT
Finish Grade
20"
Topsoil
Overlap Fiber Filter Cloth-12"
6" Min
6" Drain Pipe
Fiber Filter Cloth
Gravel Drain Material
2"
2'
UNDER MEDIAN AREA
Top Of Ballast
Ballast Thkn Var
Overlap Fiber Filter Material-12"
6" Min
8" Drain Pipe
Fiber Filter Material
Gravel Drain Material
2"
2'
UNDER RAILROAD

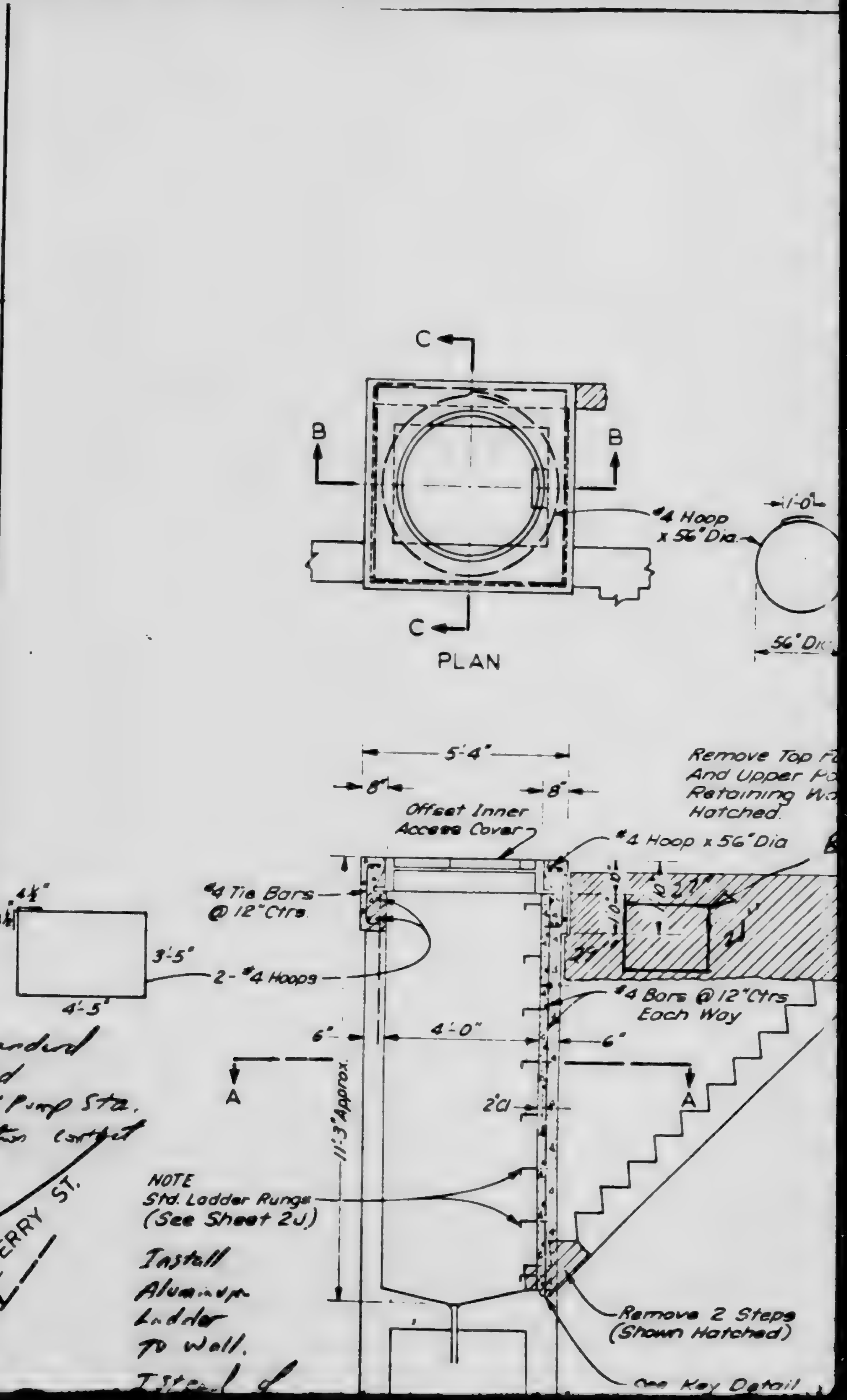
DRAIN PIPE INSTALLATION


3'
3'
Extg Gutter Grade
Extg Mill Race Culvert

CURB AT MILL RACE DETAIL

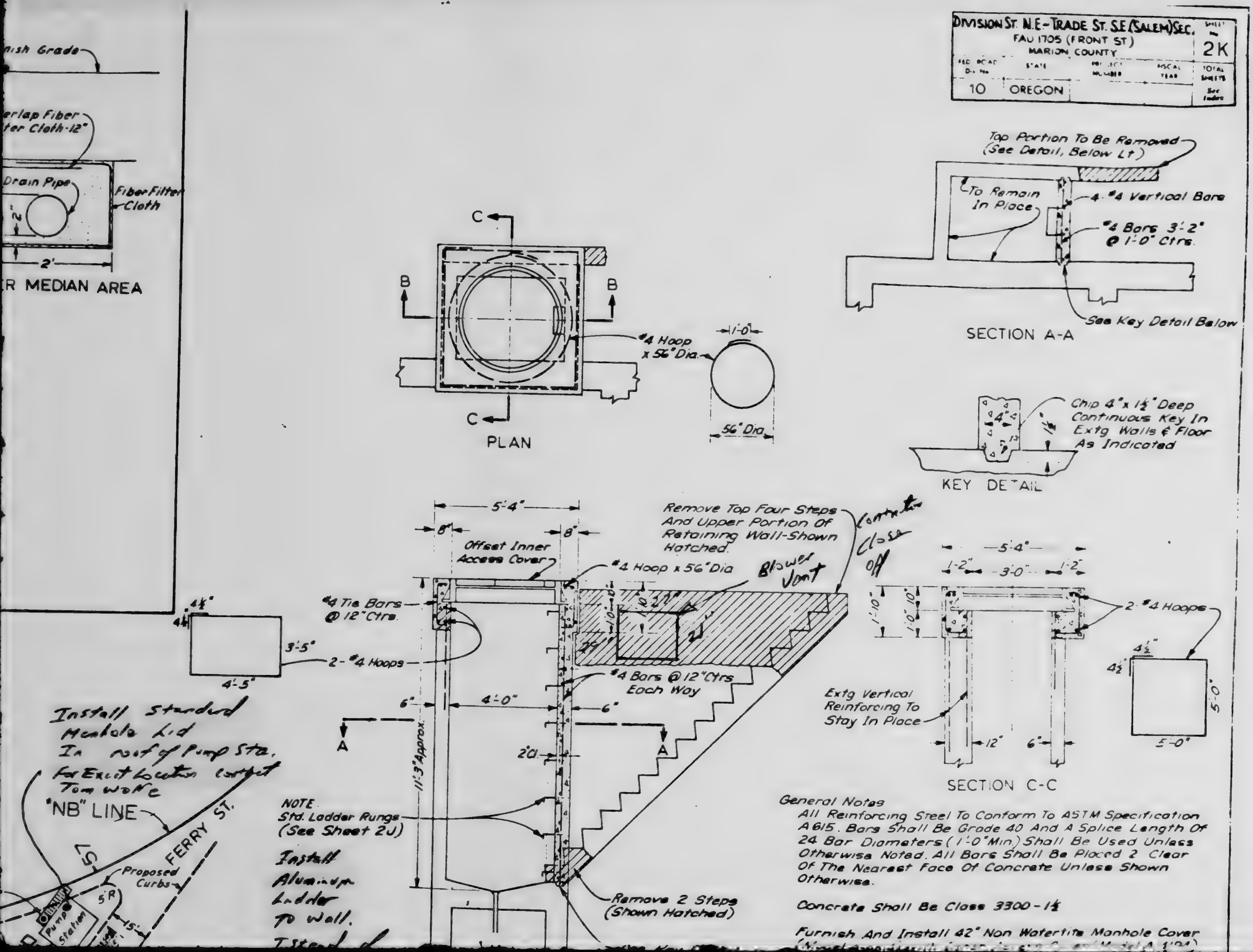
STA. 23+16± (TRADE ST.)


Install Standard
Manhole Lid
In roof of Pump Sta.
For Exact Location contact
Tom Wolfe
"NB" LINE
FERRY ST.
57
56
Proposed Curbs
5'R
15'
Const. Access Manhole
Pump Station


C
C
B
B
PLAN
#4 Hoop x 56" Dia.
1'-0"
56" Dia
5'-4"
8"
8"
Offset Inner Access Cover
Remove Top And Upper Retaining Wall Hatched.
#4 Hoop x 56" Dia
#4 Tie Bars @ 12" Ctrs.
4½"
4½"
3'-5"
4'-5"
2-#4 Hoops
#4 Bars @ 12" Ctrs Each Way
6"
4'-0"
6"
A
A
2'0
11'-3" Approx.
NOTE
Std. Ladder Rungs
(See Sheet 2J)
Install
Aluminum
Ladder
To Wall.
Instead of
Remove 2 Steps
(Shown Hatched)
See Key Detail

DIVISION ST. N.E.-TRADE ST. S.E.(SALEM)SEC.
FAU 1705 (FRONT ST)
MARION COUNTY

FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET No. 2K
10	OREGON			TOTAL SHEETS See Index

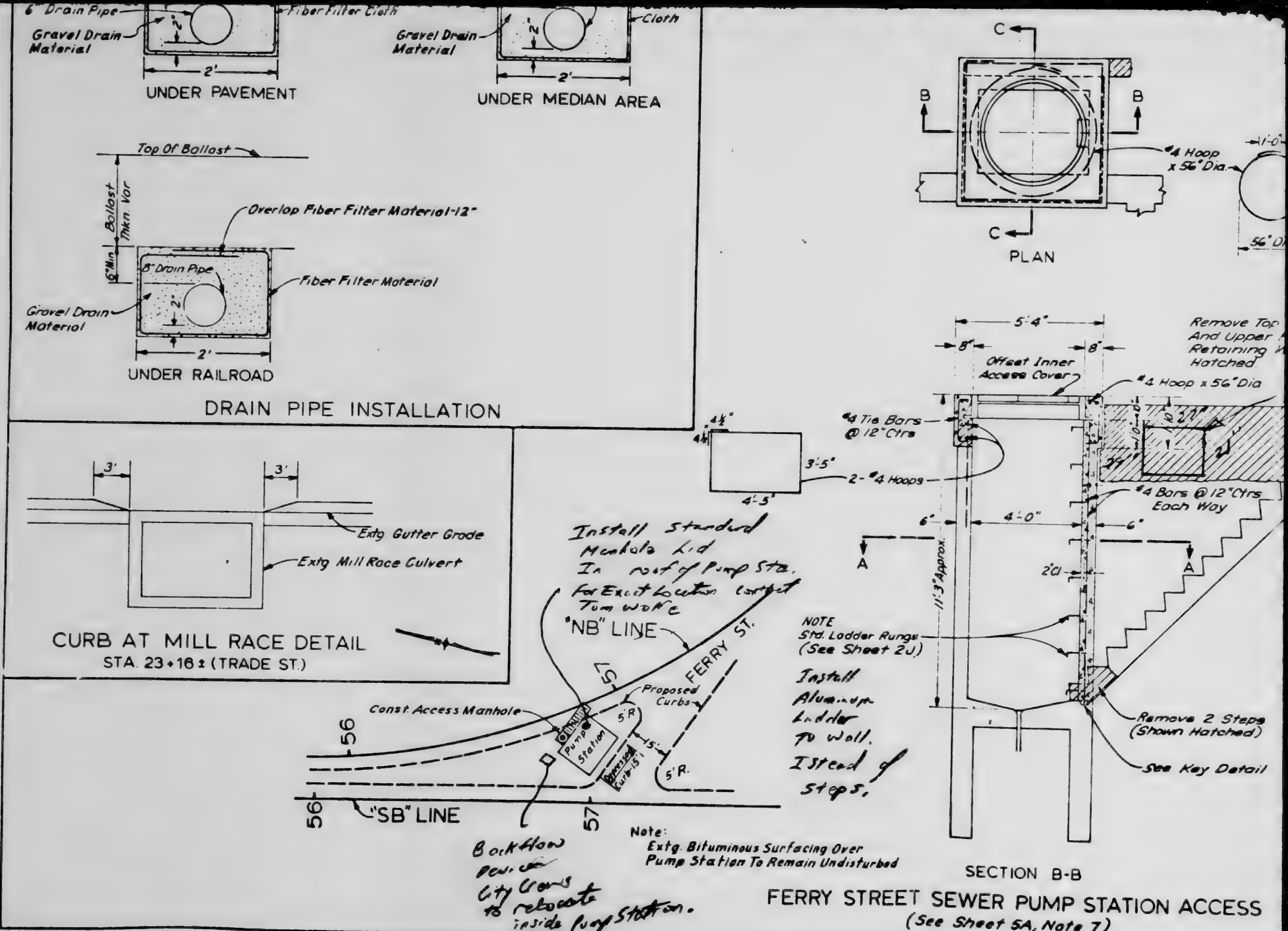

nish Grade
erlap Fiber
ter Cloth-12"
Drain Pipe
2"
Fiber Filter Cloth
2'
R MEDIAN AREA
C
B
B
C
PLAN
#4 Hoop x 56" Dia.
1'-0"
56" Dia
Top Portion To Be Removed (See Detail, Below Lt)
To Remain In Place
4-#4 Vertical Bars
#4 Bars 3'-2" @ 1'-0" Ctrs.
See Key Detail Below
SECTION A-A
Chip 4" x 1½" Deep Continuous Key In Extg Walls & Floor As Indicated
4"
1½"
KEY DETAIL
5'-4"
8"
8"
Offset Inner Access Cover
#4 Hoop x 56" Dia
Remove Top Four Steps And Upper Portion Of Retaining Wall-Shown Hatched.
Contractor Close Off
Blower Vent
#4 Tie Bars @ 12" Ctrs.
2-#4 Hoops
#4 Bars @ 12" Ctrs Each Way
4'-0"
6"
6"
A
A
2'Cl.
11'-3" Approx.
4½"
4½"
3'-5"
4'-5"
NOTE.
Std. Ladder Rungs (See Sheet 2J)
Install Aluminum Ladder To Wall.
Install Standard Manhole Lid In roof of Pump Sta. For Exact Location contact Tom Wolfe
"NB" LINE
FERRY ST.
57
Proposed Curbs
5'R
15'
Pump Station
Remove 2 Steps (Shown Hatched)
5'-4"
1'-2"
3'-0"
1'-2"
1'-10"
1'-0"
10"
2-#4 Hoops
Extg Vertical Reinforcing To Stay In Place
12"
6"
SECTION C-C
4½"
4½"
5'-0"
5'-0"

General Notes

All Reinforcing Steel To Conform To ASTM Specification A615. Bars Shall Be Grade 40 And A Splice Length Of 24 Bar Diameters (1'-0" Min.) Shall Be Used Unless Otherwise Noted. All Bars Shall Be Placed 2 Clear Of The Nearest Face Of Concrete Unless Shown Otherwise.

Concrete Shall Be Class 3300-1½

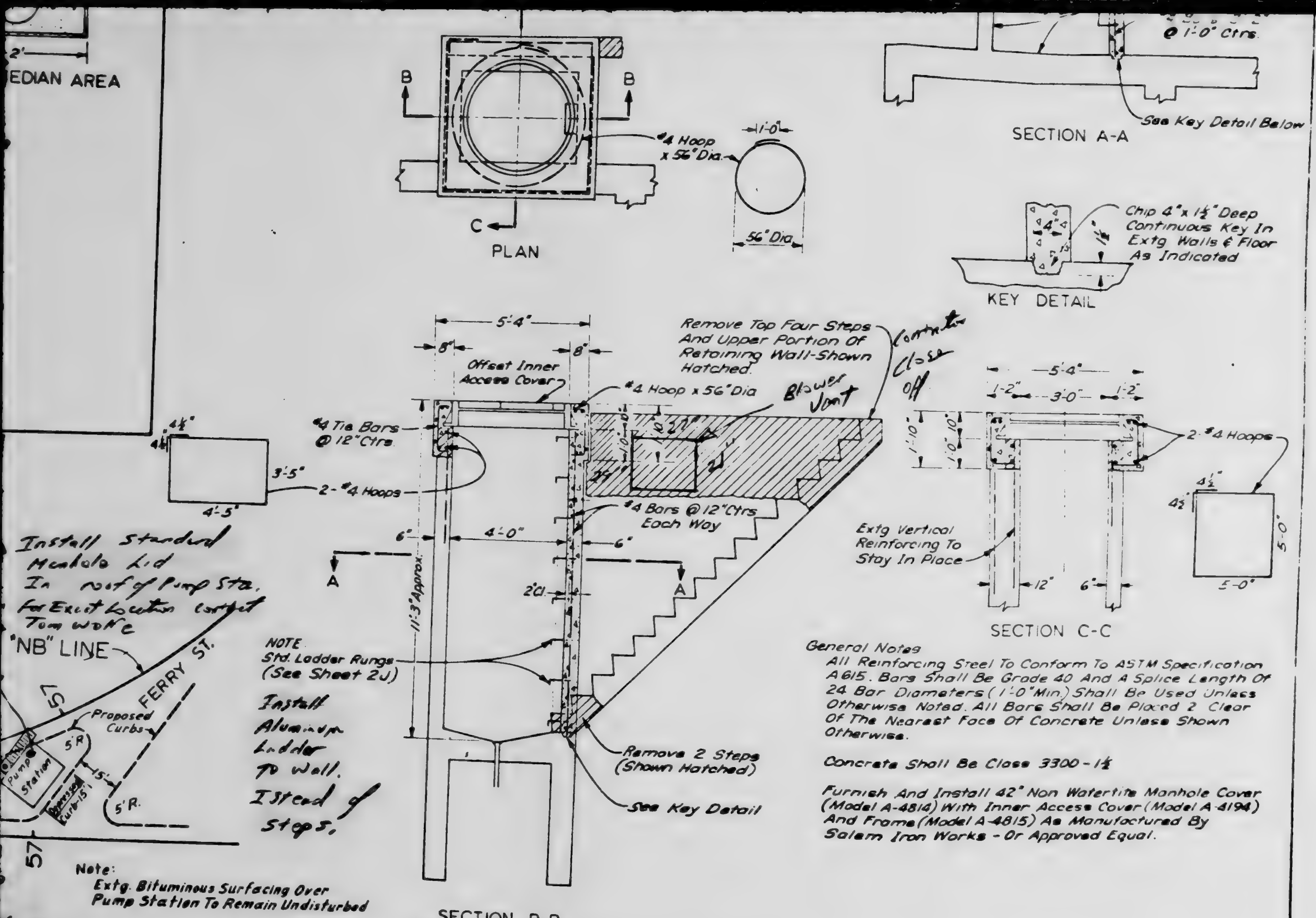
Furnish And Install 42" Non Watertite Manhole Cover


6" Drain Pipe
Gravel Drain Material
Fiber Filter Cloth
2"
2'
UNDER PAVEMENT
Gravel Drain Material
Cloth
2"
2'
UNDER MEDIAN AREA
Top Of Ballast
Ballast Thkn. Var
6" Min
Overlap Fiber Filter Material-12"
8" Drain Pipe
Fiber Filter Material
Gravel Drain Material
2"
2'
UNDER RAILROAD
3'
3'
Extg. Gutter Grade
Extg. Mill Race Culvert
C
B
B
C
#4 Hoop x 56" Dia.
1'-0"
56" D
PLAN
5'-4"
8"
8"
Offset Inner Access Cover
#4 Hoop x 56" Dia
Remove Top And Upper Retaining Hatched.
#4 Tie Bars @ 12" Ctrs
4½"
4½"
3'-5"
4'-5"
2-#4 Hoops
#4 Bars @ 12" Ctrs Each Way
6"
4'-0"
6"
A
A
11'-3" Approx.
2"Cl
NOTE
Std. Ladder Rungs (See Sheet 2J)
Remove 2 Steps (Shown Hatched)
See Key Detail
SECTION B-B
Install Standard Manhole Lid In roof of Pump Sta. For Exact Location contact Tom Wolfe
"NB" LINE
FERRY ST.
57
56
Const. Access Manhole
Pump Station
Proposed Curbs
5'R
15'
5'R.
Depressed Curb-15'
56
"SB" LINE
57
Install Aluminum Ladder To Wall. Istead of Steps.
Backflow Device City Crews to relocate inside Pump Station.
Note:
Extg. Bituminous Surfacing Over Pump Station To Remain Undisturbed

DRAIN PIPE INSTALLATION

CURB AT MILL RACE DETAIL
STA. 23+16± (TRADE ST.)

FERRY STREET SEWER PUMP STATION ACCESS
(See Sheet 5A, Note 7)


EDIAN AREA
2'
B
B
C
PLAN
#4 Hoop x 56" Dia.
1'-0"
56" Dia.
@ 1'-0" Ctrs.
See Key Detail Below
SECTION A-A
Chip 4" x 1½" Deep Continuous Key In Extg Walls & Floor As Indicated
4"
1½"
KEY DETAIL
5'-4"
8"
8"
Offset Inner Access Cover
#4 Hoop x 56" Dia
#4 Tie Bars @ 12" Ctrs.
2-#4 Hoops
4½"
4½"
3'-5"
4'-5"
#4 Bars @ 12" Ctrs Each Way
4'-0"
6"
6"
A
A
11'-3" Approx.
2' Cl.
Remove Top Four Steps And Upper Portion Of Retaining Wall-Shown Hatched.
Remove 2 Steps (Shown Hatched)
See Key Detail
SECTION B-B
5'-4"
1'-2"
3'-0"
1'-2"
1'-10"
1'-0"
10"
2-#4 Hoops
Extg Vertical Reinforcing To Stay In Place
12"
6"
4½"
4½"
5'-0"
5'-0"
SECTION C-C
"NB" LINE
FERRY ST.
57
57
Proposed Curbs
5'R
5'R.
15'
Pump Station
Proposed Curb-15'
NOTE
Std. Ladder Rungs (See Sheet 2J)

Install Standard
Manhole Lid
In roof of Pump Sta.
For Exact Location Contact
Tom WoNe

Install
Aluminum
Ladder
To Wall.
Instead of
Steps.

Blower
Vent

Contractor
Close
off

Note:
Extg. Bituminous Surfacing Over
Pump Station To Remain Undisturbed

…s
…ate
Pump Station.

General Notes

All Reinforcing Steel To Conform To ASTM Specification A615. Bars Shall Be Grade 40 And A Splice Length Of 24 Bar Diameters (1'-0" Min.) Shall Be Used Unless Otherwise Noted. All Bars Shall Be Placed 2" Clear Of The Nearest Face Of Concrete Unless Shown Otherwise.

Concrete Shall Be Class 3300 - 1½

Furnish And Install 42" Non Watertite Manhole Cover (Model A-4814) With Inner Access Cover (Model A-4194) And Frame (Model A-4815) As Manufactured By Salem Iron Works - Or Approved Equal.

FERRY STREET SEWER PUMP STATION ACCESS

(See Sheet 5A, Note 7)

Salem

CITY
OF SALEM
OREGON
City Hall / 555 Liberty St.
Zip Code 97301

January 10, 1980

Duane Christensen, Final Design Engineer
Oregon Department of Transportation
Transportation Building
Salem, Oregon 97310

Re: FRONT STREET BYPASS
DIVISION ST. TO CHURCH ST.
SIGNALS AND ILLUMINATION
DIVISION ST. @ FRONT ST.

Dear Mr. Christensen;

The City filed an application for rail-highway grade crossing protection with the Public Utility Commissioner on September 28, 1979, for the Division at Front Intersection. The application proposed a drop gate and activated part time turn restriction signs. The P.U.C. served this application on all parties of interest.

Burlington Northern responded with the attached letter of December 12, 1979. The City has agreed to Burlington Northern's proposal.

Dave Astle, Assistant P.U.C. Commissioner, requested signal plans in his letter of December 28, 1979, copy attached.

Bud George, State Highway Traffic Engineer, told us he could not provide the signal plans in the time required. Therefor the City's Traffic Division has prepared the enclosed preliminary traffic signal plans for this intersection. Copies of these plans were provided to Mr. Astle on January 10, 1980.

Please include the Division at Front St. traffic signal in the signal and illumination contract for the Front St. ByPass project.

If you have any questions concerning the design details of this signal, please contact Lew Garrison, Traffic Design Engineer at 588-6075.

Very truly yours,

DEPARTMENT OF PUBLIC WORKS

B.T. Van Wormer, P.E.
Assistant Director of Public Works
and Acting City Engineer

original letter & plans [illegible] to [illegible] 1-15-80 [illegible]

RECEIVED
JAN 15 1980
ROAD DESIGN SECTION
Versteeg
Anderson
Chris RC
Olsen
Sullivan
Torpin
Trout
Wakeling
Bring Up ___/___
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Beard ___ Stoudenmeyer ___
✓ Cole ___ Sample ___
Eriksen ___ Watson ___
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Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

BTV/RWL/jp
cc: Bruce Schafer, Traffic Engineer
Lew Garrison, Traffic Design Engineer
Ralph Lambert, Project Engineer

1101

2.

January 7, 1980

City of Salem
City Hall
Salem, OR 97301

AGR 4-1

Attention: Betty Marsh
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 1101

Gentlemen:

Attached for your files is a fully executed copy of a supplemental agreement extending the limits of the Front Street Bypass Project to include a portion of the Ferry-Trade Street Couplet.

We have retained a fully executed copy of this supplemental agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kkr

Attachment
bc: Don Harwell (agreement attached)

ROUTE & REQUEST

TO: Duane Christensen, Final Design Engr.
Oregon Dept. of Transportation
Transportation Building
Salem, Ore 97310

FROM: [illegible] W Lambert

DATE: 12/21/79
TIME:

___Your Approval
☒ Your Information
___See me re: this
___Note and Return
___Note and File
___Please Advise
___Prepare a Reply for my Signature

___You Reply Directly
___Investigate and Report
___In Answer to Your Request
___Please Forward
___Please Circulate
___Make ___ Xerox Copies

Re: Front St. Bypass
Division St. - Church St.,
[illegible]

Copy of [illegible]
[illegible] to BNRR
indicating BNRR
to remove Track[illegible]

#

541

441

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BY FINAL DESIGN ENGINEER

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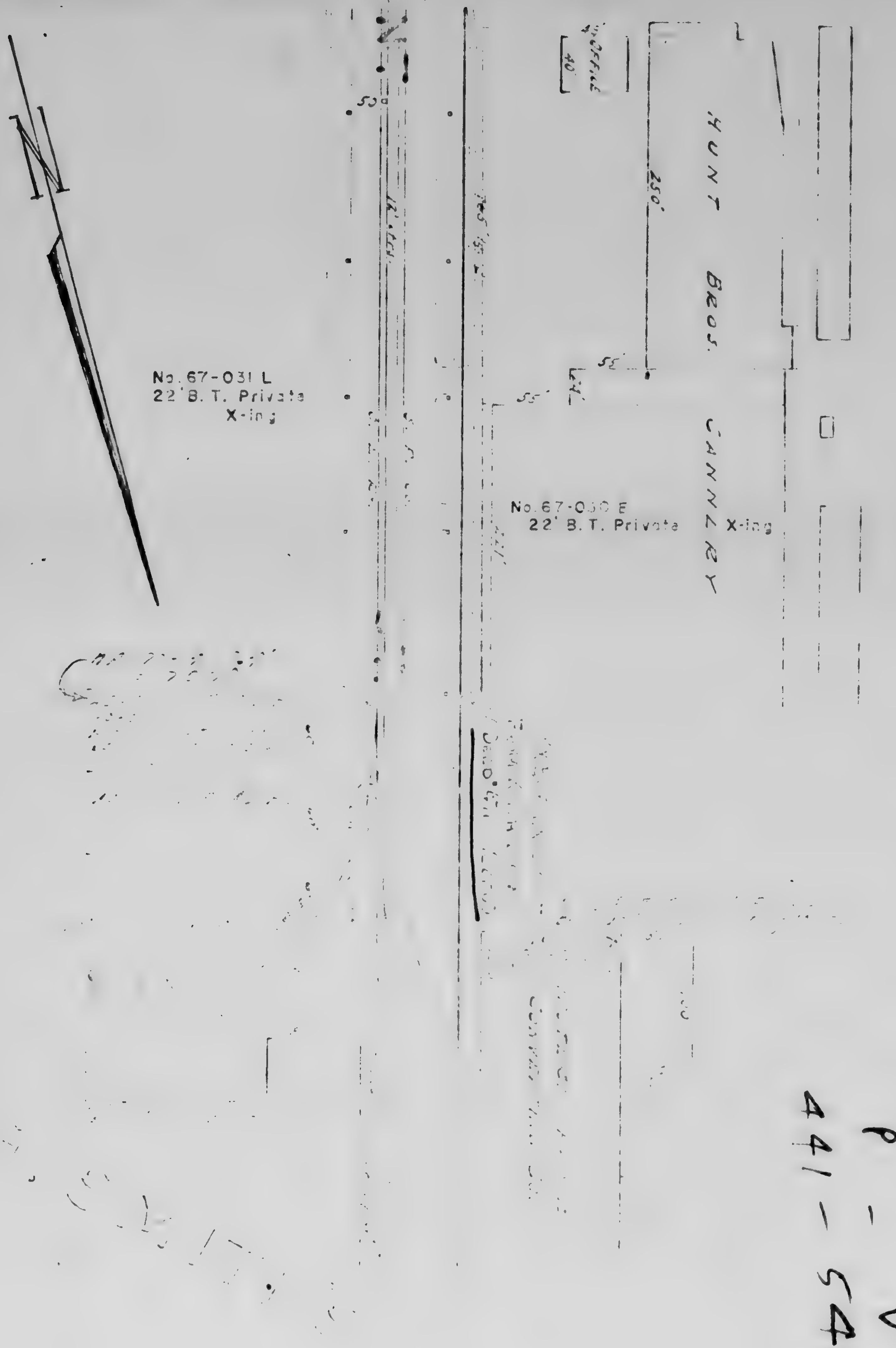
ROAD DESIGN SECTION


HUNT BROS. CANNERY
250'
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No. 67-031 L
22' B.T. Private
X-ing
No. 67-030 E
22' B.T. Private X-ing

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441 - 541

9121

CITY
OF SALEM,
OREGON
City Hall / 555 Liberty St.
Zip Code 97301

Public Works Department

December 12, 1979

Ed Hunter, Assistant State Highway Engineer
Technical Services
Oregon State Department of Transportation
Transportation Building
Salem, Oregon 97310

RE: FRONT STREET BYPASS FAU 1705
DIVISION ST. TO CHURCH ST. SECTION
UTILITY AGREEMENT FOR WATER AND
SANITARY SEWER.

Dear Mr. Hunter:

This letter is to document various meetings and prior correspondances regarding water and sanitary sewer construction associated with the Front Street Bypass Project.

The Oregon State Highway Division (State) and the City of Salem(City) have entered into a Construction Finance Agreement No. 6119 for the Front Street Project. Following this agreement, the State is preparing contract documents for this project.

During the final design process, the City has identified water and sanitary sewer facilities in the project area that need replaced prior to the work proposed by the Front Street Project. For best construction coordination, the water and sanitary sewer work should be included in the States contract, as itemized on the attached sheets at an estimated cost of $462,000.

The City hereby requests that the water and sanitary sewer facilities, as identified by the City by approval of the construction plans, be included in the State's contract. The City agrees to pay all costs which are not eligible for Federal participation under Federal Aid Highway Program Manual, Volume 1, Chapter 4, Section 4.

If this meets your approval, please sign below and return one copy to me for our records.

Very truly yours,
DEPARTMENT OF PUBLIC WORKS

B T VanWormer

B. T. VanWormer, P. E.
Assistant Director of Public Works
and Acting City Engineer

BTV/RWL:ece

STATE OF OREGON, by and through
its Department of Transportation,
Highway Division

Ed Hunter
Assistant State Highway Engineer

Date 1-10-80

OREGON STATE HIGHWAY DIVISION
(SUMMARY)--BID SCHEDULE--COST ESTIMATE

Sheet 1 of
Date
Section Division St - Trade St (Salem)
County
Kind Of Work
Length
Name

No	Item	Code	Unit	Quant.	Segregation of Quantit Project IX-1705(3)	 City of Salem
	Field Laboratory		All	All	100%	
	Mobilization		All	All	%	%
	Temporary Protection and Direction of Traffic		All	All	92%	8%
	Temporary Signs		Sq Ft	1079	884	195
	Temporary Barricades		Each	75	63	12
	Temporary Continuous Rail Traffic Barriers, Reflectorized		Lin Ft	438	438	
	Temporary Plastic Safety Markers		Each	20	20	
	Flagmen		Hr	✓	✓	✓
	Readusent Clearing and Grubbing		All	All	100%	
	Removal of Structures and Obstructions		All	All	100%	
	General Excavation		Cu Yd	36,100	36,100	
	Trench Excavation		Cu Yd	10,600	8,300	2,300
	Finishing Roadbed and Slopes		All	All	100%	
	Furnishing and Placing Topsoil		Cu Yd	6855	6855	
	Watering		M-Gal	115	115	
	Structure Excavation		Cu Yd	1185	1185	
	Special Wall Backfill		Cu Yd	580	580	
	Aggregate Base		Ton	3200	3200	
	Lime Treated Subgrade		Sq Yd.	52,200	52,200	
	Lime for Treated Subgrade		Ton	600	600	
	Treated Base Mixture		Ton	25,100	25100	
	Cement in Treated Base Mixture		Ton	1380	1380	
3	Class "B" Asphalt Concrete Mixture		Ton	12,500	12500	
4	Asphalt Cement in Mixture		Ton	820	820	
5	Asphalt in Tack Coat		Ton	11	11	

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of
Date
Section
County
Kind Of Work
Length
Name

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Structural Concrete, Class 3300		Cu Yd	650	650	
	Reinforcement		Lb.	44,000	44,000	
	1¼-inch Electrical Conduit		Lin Ft	125	125	
	Paved Crossings		Lin Ft	470	470	
	Planked Crossings		Lin Ft	90	90	
	Turnouts		Each	7	7	
	Rail and Ties		Lin Ft	4,900	4,900	
	Railroad Ballast		Cu Yd	5,100	5100	
	6-inch Sewer Pipe		Lin Ft	80		80
	8-inch Sewer Pipe		Lin Ft	450	215	235
	10-inch Sewer Pipe		Lin Ft	72	36	36
	12-inch Sewer Pipe		Lin Ft	6,000	5980	20
	15-inch Sewer Pipe		Lin Ft	1270	1270	
	16-inch Sewer Pipe		Lin Ft	222		222
	18-inch Sewer Pipe		Lin Ft	1580	1580	
	21-inch Sewer Pipe		Lin Ft	678	675	
	24-inch Sewer Pipe		Lin Ft	666	666	
	8-inch Culvert Pipe		Lin Ft	1150	1150	
	12-inch Culvert Pipe		Lin Ft	46	46	
	Extra for Pipe Under Pavement		Lin Ft	950	780	170
	Sewer Encasement		Each	2		2
	Special Backfill Material		Cu Yd	2,000		2000
	Concrete Manholes		Each	28	20	8
	Concrete Inlets, Type 2		Each	103	103	
	Concrete Cleanouts		Each	3	3	

ESTIMATE OF QUANTITIES

ITEM	UNIT	3E	4E	5E	6E	TOTAL
24" D.I.P.	LIN. FT.		1380	36	360	1776
24" B.V.F.	EACH		4	1		5
24" COUPLING	EACH				1	1
12" D.I.P.	LIN. FT.	1582	391	963	2432	5368
12" B.F.V.	EACH	3	1	5	10	19
12" COUPLING	EACH			2		2
12" FLANGE TEE (WELD ON 24" O.D.)	EACH	1				1
12" G.V.	EACH	2		1		3
12" x 12" TAPPING TEE	EACH			1		1
12" x 8" TAPPING TEE	EACH			2	1	3
12" x 6" TAPPING TEE	EACH			1		1
12" BLOWOFF ASSEMBLY	EACH				2	2
10" x 8" TAPPING TEE	EACH		1			1
8" D.I.P.	LIN. FT	235	180	145	90	650
8" G.V.	EACH	2	1	2	1	6
8" COUPLING	EACH		2		2	4
6" D.I.P.	LIN. FT.			61	55	116
6" G.V.	EACH				2	2
6" COUPLING	EACH			4	4	8
4" D.I.P.	LIN.FT.	15	8		10	33
4" G.V.	EACH	3	2		3	8

ITEM	UNIT	3E	4E	5E	6E	TOTAL
4" COUPLING	EACH	3	2		5	10
3" COUPLING	EACH	1				1
2" GALV. PIPE	LIN. FT.	8				8
2" COUPLING	EACH	3				3
6" x 5" COUPLING	EACH			1		1
FITTINGS CL. 150 C.I.						
TOTAL WT., ALL SIZES						
OF PIPE FITTINGS	POUNDS					28,390
2" BLOWOFF ASSEMBLY	EACH		1	1	2	4
RELOCATE FIRE HYDRANT ASSEMBLY	EACH	1	1	5	2	9
FIRE HYDRANT ASSEMBLY	EACH	6	3	2	3	14
3/4" SERVICE TAP & RECONNECT	EACH					40
1" SERVICE TAP & RECONNECT	EACH					10
1 1/2" SERVICE TAP & RECONNECT	EACH					1
2" SERVICE TAP & RECONNECT	EACH					6
2 1/2" SERVICE TAP & RECONNECT	EACH					1
CONCRETE CUTTING	LIN. FT.	2816	788	1363	5950	10,917
CONCRETE REMOVAL AND CONCRETE						
PAVEMENT REPLACEMENT	SQ. FT.	4166	1931	2105	9797	17,999
TRENCH EXCAVATION 24" LINE	LIN. FT.		1415	23	410	1,848
TRENCH EXCAVATION 12" LINE	LIN. FT.	1235	390	1004	2440	5,069

ITEM	UNIT	3E	4E	5E	6E	TOTAL
TRENCH EXCAVATION 8" LINE	LIN. FT.	583	195	130	85	993
TRENCH EXCAVATION 6" LINE	LIN. FT.			60	80	140
TRENCH EXCAVATION 4" LINE	LIN. FT.	30			15	45
TRENCH BF. CL. "D" 24" LINE	LIN. FT.		1415	23	410	1,848
TRENCH BF. CL. "D" 12" LINE	LIN. FT.	1235	390	1004	2440	5,069
TRENCH BF. CL. "D" 8" LINE	LIN. FT.	256	195	8	85	544
TRENCH BF. CL. "C" 8" LINE	LIN. FT.	327				327
TRENCH BF. CL. "D" 6" LINE	LIN. FT.			60	80	140
TRENCH BF. CL. "D" 4" LINE	LIN. FT.	30			15	45

7101 2

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
H. S. COULTER

ROW 18-2

November 26, 1979

David Astle
Assistant Public Utility Commissioner
Rail Rate and Service Division
Public Utility Commission
Labor & Industries Building
Salem, OR 97310

Division St. NE-Trade St. SE
(Salem) Section
Front Street
Marion County
SXF 1121 - 1130

Dear Dave:

We have reviewed the ten PUC applications prepared by the City of Salem for the subject project and can offer only two comments.

1. On SXF 1123 (Front Street No. 3) on page 4, item 11a3, I understand that the five foot sidewalk will be only along the north side of Union Street rather than along both sides as indicated.
2. On the applications in which flashing lights and gates are to be installed, I understand there is some question as to whether Oregon Electric will make the installation or whether it will be done by a contractor. This will have to be ironed out by the City and the Railroad.

Cordially,

R D Trygstad

Roger D. Trygstad
Railroad & Utility Engineer

RDT:mm

cc: H. S. Coulter
C. T. Keasey
C. O. Fredrickson
J. L. Sollis

RECEIVED
STATE HWY ENGR
NOV 27 '79
REFER TO
FOR

Info	Invest.	R/O	[illegible]	[illegible]	Act	File
						✓

Form 81-734-3123 (Rev. 7-77)

2

November 2, 1979

The Honorable Victor Atiyeh
Governor of Oregon
254 State Capitol
Salem, OR 97310

GOV 21-2

Dear Governor Atiyeh:

Substitute Transportation Projects Using Withdrawn Interstate Funds

Your letter of February 2 requested I keep you informed as to the projects considered to use withdrawn Interstate Funds.

The projects in the Portland and Salem urbanized areas submitted to the Federal Highway Administration during the month of October are the following:

Project	Work	Funds Federal	 State	 Local
A. Portland				
1) Beaverton/Tigard Hwy. Interchange	PE, ROW, Const.	$12,750,000	$2,250,000	$ ---
2) SW 165th Ave.-SW Hall Blvd.(Farmington Rd.)	PE, ROW, Const.	515,400	---	90,970
B. Salem				
1) Division St.-Trade St. (Salem)(Front St.)	Const.	$ 4,257,300	$ ---	$751,300
2) Interstate Transfer Air & Noise Study	PE	119,000	---	21,000
3) Trade St. @ High & Church Sts. (Salem)	PE, Const.	122,400	---	21,600

The criteria used to select these projects is the Region's transportation planning process which embodies a continuing cooperative, comprehensive approach. The projects are included in the Region's Transportation Improvement Program.

Sincerely,

F. B. Klaboe
Director

JLG:dmc jv
bc: H. S. Coulter R. N. Bothman
L. W. Rulien E. S. Hunter
D. H. Moehring C. O. Fredrickson

2 Versteeg
Anderson
1 Christensen
Olson
3 Sullivan
Terpin
Trout
Wakefield

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NOV 2 1979
ROAD DESIGN
SECTION

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Return To
Bring Up __/__/__
Action

CITY
OF SALEM,
OREGON
City Hall / 555 Liberty St.
Zip Code 97301
Public Works Department

November 1, 1979

Duane Christensen, Final Design Engineer
Oregon Department of Transportation
Transportation Building
Salem, Oregon 97310

RE: FRONT STREET BYPASS
DIVISION STREET TO TRADE STREET SECTION
SANITARY SEWERS

Dear Mr. Christensen:

Enclosed are the following items relating to sanitary sewer construction to be included in the State's Division Street - Trade Street Section contract:

1. Estimate of Cost
2. * Plan
3. Standard Specifications
4. Standard Drawings
5. Special Provisions.

These documents describe all of the sanitary sewer work to be included in the States Contract. The City will be doing other sanitary sewer work by City contract or by City crews.

If you have any detailed questions regarding this material, please contact Dave Prock at 588-6211.

Very truly yours,

DEPARTMENT OF PUBLIC WORKS

B. T. Van Wormer

B. T. Van Wormer, P. E.
Assistant Director of Public Works
and Acting City Engineer

BTV/RWL:ece

Enclosures

cc: Ralph Lambert, Project Engineer
Don MacFadden, Chief Design Engineer, Streets and Storm Drains
Dave Prock, Sewer Engineer
Dick Walton, Chief Design Engineer, Sewer and Water

* Plans Returned in Design Section W.E.G

1 Vorsteeg ✓
Anderson
2 Christensen DC
Olson
3 Sullivan JWS
Terpin
Trout
Wakerlig

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ROAD DESIGN SECTION

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Return To
Bring Up /
Action

CITY OF SALEM, OREGON
City Hall / 555 Liberty St
Zip Code 97301
Public Works Department

October 30, 1979

Duane Christensen, Final Design Engineer
Oregon Department of Transportation
Transportation Building
Salem, Oregon 97310

RE: FRONT STREET BYPASS
DIVISION STREET TO TRADE STREET SECTION
FINAL DESIGN - MISCELLANEOUS ITEMS

Dear Mr. Christensen:

Bid Opening

This will confirm a telephone conversation between Ralph Lambert of my staff and yourself in early October 1979. The City will not have necessary items completed for a December 1979 Bid Letting. The City is anticipating a January 1980 Bid Letting.

Confirmed by Tele with Don McFadden 11/7/79 DC

Salvage of existing City signs, signposts, traffic signal equipment

We request that the project special provisions stipulate that all existing City of Salem Street signs, sign posts (wood and concrete), and unneeded traffic signal equipment be delivered by the contractor to:

City of Salem, Public Works Shops Area
22nd and Howard Streets, S. E.
Salem, Oregon 97302

Discussed with Ernie [illegible] 11/7/79. He said ok. No letter req'd or salvage value credit req.

Railroad Rails in Union Street

Your office asked if the old rails in Union Street have been removed when the Union Street track was taken out of service. We checked our files. The Union Street track was removed from the street approximately 1967 - 1968.

Very truly yours,

DEPARTMENT OF PUBLIC WORKS

B. T. Van Wormer

B. T. Van Wormer, P. E.
Assistant Director of Public Works
and Acting City Engineer

BTV/RWL:ece

cc: Ralph Lambert, Project Engineer
Don McFadden, Chief Design Engineer

Salem

2 Verneeg ✓
Anderson
1 Christensen
4 Olson
3 Sullivan
Terpin
Trout
Wakerlig

RECEIVED
NOV 2 1979
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

CITY
OF SALEM,
OREGON
City Hall / 555 Liberty St. S.E.
Zip Code 97301
Department of Public Works

October 30, 1979

Duane Christensen, Final Design Engineer
Oregon Department of Transportation
Transportation Building
Salem, Oregon 97310

Dear Mr. Christensen:

SUBJECT: FRONT STREET BYPASS
DIVISION STREET TO TRADE STREET SECTION
BOISE CASCADE - CITY AGREEMENT

Enclosed is a copy of the City - Boise Cascade Agreement for the subject project. This is for your reference and use.

Very truly yours,

DEPARTMENT OF PUBLIC WORKS

B. T. Van Wormer

B.T. VAN WORMER, P.E.
Assistant Director
and Acting City Engineer

BTV/RWL:meh

Enclosure

cc: Ralph Lambert, Project Engineer
Don MacFadden, Chief Design Engineer
Jim Walker, Development Supervisor, Urban Renewal

0007

LAND EXCHANGE AND TRACK RELOCATION AGREEMENT

This Agreement is made and entered into this 14th day of September, 1979, by and among the City of Salem, Oregon, a municipal corporation and the Urban Renewal Agency of the City of Salem, Oregon, pursuant to Resolution No. 758 adopted by the Urban Renewal Agency, delegating all powers and functions of said Agency to the City of Salem (hereinafter collectively referred to as the "City) and Boise Cascade Corporation, a Delaware corporation (hereinafter referred to as "Boise").

- Recitals -

WHEREAS, the City desires to acquire certain real property belonging to Boise and to relocate certain railroad tracks serving Boise's Salem , Oregon facilities in order to accomplish its Front Street Bypass Project; and

WHEREAS, Boise desires to acquire certain parcels of real property in the vicinity of its Salem, Oregon facilities which are currently City streets or which are or will be owned by the City; and

WHEREAS, Boise and the City have reached agreement upon the terms under which such parcels of property will be exchanged and such railroad tracks relocated.

NOW, THEREFORE, the parties do hereby agree as follows:

1. LAND CONVEYED TO BOISE

The City shall acquire from its present owner and convey to Boise at Closing the parcel identified as Parcel 5 on the map which is attached hereto as Exhibit A and incorporated herein by this reference. Said real property is hereinafter referred to as Parcel 5.

The City has acquired title to and will convey to Boise the parcel identified as Parcel 7 on Exhibit A. Said real property is hereinafter referred to as Parcel 7.

2. STREETS AND ALLEYS VACATED TO BOISE

The City shall complete the vacation of the following streets and alleys:

(a) That portion of State Street and the alley to the west of Boise's container plant which is marked as Parcel 6 on Exhibit A. Said real property is hereinafter referred to as Parcel 6.

(b) That portion of Front Street and Trade Street and the alley off Trade Street which is designated as Parcel 4 in Exhibit A. Said real property is hereinafter referred to as Parcel 4.

3. PROPERTY CONVEYED TO THE CITY

Boise will convey each of the following parcels of real property to the City:

(a) The real property designated as Parcel 1B on Exhibit A. Said real property is hereinafter referred to as Parcel 1B.

(b) The real property designated as Parcel 2 on Exhibit A. Said real property is hereinafter referred to as Parcel 2.

(c) The real property designated as Parcel 3 on Exhibit A. Said real property is hereinafter referred to as Parcel 3.

4. SURVEY

The map which is attached hereto as Exhibit "A," dated May 1979, contains the proposed boundaries of the various parcels of property involved in the transaction contemplated by this Agreement. It is understood by both parties that the final boundaries and legal descriptions of said parcels will not be determined until completion of a survey of the proposed route of Front

Street, which survey is being conducted by the State of Oregon. It is possible that the final survey will alter slightly the boundaries and legal descriptions of the various parcels involved in this transaction. Upon completion of such survey and at least 30 days prior to the Closing, the City will make available to Boise a revised map and legal descriptions for each parcel involved in this transaction. If in either party's sole judgment, the final survey, for any reason, alters significantly the understanding contained in this Agreement, such party may terminate this Agreement by giving written notice of its intent to the other party.

5. CLOSING

(a) Closing I

On September 4, 1979, or such other date certain as shall be mutually agreed upon, the City shall transfer title to Boise of Parcel 5 and 7. In Closing I Boise shall transfer title to City of Parcel 1B, 2 and 3.

(b) Vacation II

Upon execution of this agreement the City shall initiate vacation proceedings as to Parcel 6. Boise shall pay to the City the agreed upon consideration for Parcel 6 at the time of the passage of City's ordinance vacating Parcel 6.

(c) Vacation III

Upon the opening of the Front Street southerly diagonal, the City will initiate the vacation of Parcel 4. This opening is anticipated by September 1981. Boise shall pay to the City the agreed upon consideration for Parcel 4 at the time of the passage of City's ordinance vacating Parcel 4.

Closing I shall take place through escrow agreement with Pioneer National Title Insurance Company, each party paying one-half of the escrow fee.

6. TITLE AND INSTRUMENTS OF CONVEYANCE

(a) With respect to Parcel 1B, Parcel 2 and Parcel 3, Boise shall convey marketable title to such real property to the City by bargain and sale deed, free and clear of all liens, claims and encumbrances excepting easements, restrictions and covenants of record, if any.

(b) With respect to Parcel 5 and Parcel 7, the City shall convey marketable title to such real property to Boise by bargain and sale deed, free and clear of all liens, claims and encumbrances excepting easements, restrictions and covenants of record, if any.

(c) With respect to Parcels 4 and 6, the City shall duly undertake and complete vacation proceedings with all requisite procedure, documentaton and formality so as to vest good and marketable title to said real property in Boise free and clear of all liens, claims and encumbrances except easements, restrictions and covenants of record, if any.

7. TITLE INSURANCE

At Closing I, and at Vacations II and III, each party shall, at its sole cost and expense, provide the other party with a standard owner's policy of title insurance to each parcel which it is obligated to convey or vacate to the other party. Such policies shall name the other party as owner of record and shall contain no exceptions to coverage except the insurer's standard printed exceptions and exceptions permitted by the terms of Section 6 above.

8. PAYMENT

At Closing I, City shall pay to Boise the difference between the price at which Boise is purchasing Parcels 5 and 7 from the City and the price at which the City is purchasing Parcels 1B, 2 and 3 from Boise. At Vacation II, Boise shall pay the price for Parcel 6. At Vacation III, Boise shall pay the price for Parcel 4. The detailed calculation of these prices shall be based upon the square footage contained in each parcel according to the final survey referenced in Section 4 above at the following prices per square foot.

Parcels to be purchased by Boise:

Parcel	Price Per Square Foot
4	$5.50
5	5.50
6	4.75

Parcels to be purchased by the City:

Parcel	Price Per Square Foot
1B	$7.00*
2	4.75
3	5.50

*This price includes $1.50 per square foot severance damages for severing parcel 1B from the remainder of Parcel 1 as shown on Exhibit A.

The City shall convey Parcel 7 to Boise without the payment by Boise of any price per square foot. The City's conveyance of Parcel 7 will be in consideration for Boise's other obligations as set forth in this Agreement.

*For compensation purposes, the square footage of Parcel 6 shall exclude the alley area located west of Parcel 7 and that area of the State Street right-of-way included within the broken lines on Exhibit A.

9. RAILROAD RIGHT-OF-WAY

No value shall be ascribed, for purposes of Section 8 above, to that portion of Parcel 4 which lies within the right-of-way of the Burlington Northern mainline as such right-of-way is determined prior to the Closing. If the City has not conveyed such portion of Parcel 4 to Burlington Northern, Inc., prior to the Closing, Boise, at the City's direction, will convey such portion of Parcel 4 to Burlington Northern or its designee on such terms as may be agreed upon by the City and Burlington Northern. Any such conveyance by Boise shall be by limited warranty deed by which Boise covenants only that it has done or suffered no lien, claim or encumbrance during its ownership of Parcel 4. Any conveyance by Boise or the City shall reserve to Boise, its employees, agents and assigns the right to cross and recross such right-of-way on foot or with motor vehicles.

10. RAILROAD TRACK RELOCATION

Prior to any interruption or discontinuance of service to Boise's pulp and paper mill or container plant on the currently existing railroad spur tracks, the City shall, at its sole cost and expense, design, engineer and construct the spur tracks which are described in subparagraphs (1), (b), (c) and (d) of this Section 10. The final design and location of said spur tracks shall be subject to the review and approval of Burlington Northern, Inc., and Boise engineering personnel. All such trackage shall, upon its completion, become the property of Boise. To the extent that the trackage is located upon the property of parties other than Boise, Boise shall receive a recordable perpetual easement or other agreement permitting such trackage and the use thereof. Such easements or other agreements shall permit assignments in connection with any sale or lease by Boise of all or any portion of its adjacent property. The new spur tracks, to be constructed by the City, are:

(a) The Fry Warehouse Spur shall be located as shown on Exhibit A. In connection with the construction of this spur, Boise shall design and construct a new loading door and dock on the Northeast side of Fry Warehouse to accept service from the new spur. Boise's current estimate of the cost to do such work is $10,000. Upon completion of such work, the City shall pay Boise its actual cost incurred in performing such work.

(b) The Sulphur Plant Spur shall be located as shown on Exhibit A. In connection with the construction of this spur, Boise shall design, purchase and construct the necessary steam jacketed sulphur line and related equipment which will enable Boise to accept sulphur service at the new spur location. Boise's current estimate of the cost to complete such work is $44,500. Upon completion of construction, the City shall pay Boise its actual cost incurred in connection with the installation of such facility.

(c) The Wood Chip Spur shall be located as shown on Exhibit A and shall connect the presently existing wood chip spurs with the relocated Burlington Northern mainline track. Said spur shall cross State Street at its present grade. The construction of this spur shall include construction of all necessary retaining walls, fill and other improvements required in the area immediately South of State Street. Boise agrees to bear the expense of any necessary changes in its chip loading operations required by such spurs.

(d) The Container Plant Connecting Spur shall be located as shown on the map marked Exhibit A which is attached hereto and incorporated herein by this reference.

11. ADDITIONAL OBLIGATIONS

The parties will have the following obligations set forth below:

(a) Boise, at its sole cost and expense, shall demolish and remove all portions of the existing warehouse located on parcel 1 which portions are located within Parcel 1B. Boise shall reconstruct the portions of the warehouse remaining on Parcel 1A. Such demolition and reconstruction shall be accomplished within 60 days of City's notice to Boise of City's need for Parcel 1B for construction purposes. Until the time of said notice, Boise may continue to use Parcels 1B and 2 for parking purposes. The warehouse, as reconstructed, shall comply with the requirements of the City's Front Street Bypass Plan and the City's Building and Safety Division regulations as such requirements were stated to Boise in the City's letter dated June 8, 1977, which is attached hereto as Exhibit B and incorporated herein by this reference.

(b) Prior to the relocation of the Burlington Northern mainline, the City shall construct a retaining wall along the westerly boundary of Parcel 2 and shall assume all responsibility for filling Parcel 2 to the grade level necessary to accommodate the Burlington Northern mainline, in accordance with Exhibit A.

(c) Boise, at its option, may remove and City shall have no responsibility for disposal of existing improvements in Parcel 4, such as railroad tracks (except the Burlington Northern mainline) and street pavement.

(d) Boise, at its option, may remove and City shall have no responsibility for disposal of all existing improvements in Parcel 5, such as railroad tracks and the existing loading dock.

(e) Boise, at its option, may remove and City shall have no responsibility for removal of existing improvements on Parcel 6, such as street pavement. The City shall design and construct the grade of the relocated Burlington Northern mainline and the Wood Chip Spur so that vehicle access to Parcel 6 via State Street is maintained.

(f) The City shall design and construct the Front Street Bypass Project so as to maintain motor vehicle access to Boise's facilities in the vicinity of such project at the points indicated with arrows on Exhibit A.

(g) The City shall remove or have removed the existing spur track now serving the west side of Boise's container plant upon receipt of notice from Boise that it desires to have said tracks removed but City shall not undertake such removal until it has received such notice from Boise; provided, however, that the City may remove or have removed said tracks at any time after the date which is five years from the date of this Agreement. Boise agrees that it will not object to or oppose the removal of said tracks by the City at any time after the expiration of said five-year period; provided that, the City shall give Boise written notice of its intent to have such tracks removed at least 18 months prior to the actual removal date. When and if the City does, in fact, remove such railroad track, all tracks not on Boise property shall be removed by the City at its expense. Any track on Boise's property will be removed by Boise at its expense if Boise desires removal of such tracks. The City shall design the relocated Burlington mainline and Chip Spur so that an additional spur may be constructed by Boise in the location marked "Future Container Plant Spur" on Exhibit A, if it chooses to do so.

12. TAXES

Property taxes on the parcels conveyed by Boise to the City shall be prorated between the parties as of the date of Closing.

13. RISK OF LOSS

If any of the real property to be conveyed hereunder or any interest therein shall be condemned by any governmental authority (excluding therefrom the City and any public entity acting on behalf of the City) between the date on which such property is to be conveyed hereunder, the party who was to have received said real property shall be entitled to all condemnation damages received for such property and shall have the right to control and approve the disposition of such condemnation proceedings. If the foregoing sentence is fully complied with, the party who so receives the condemnation damages shall be obligated to fully perform its obligations hereunder without allowance or reduction for such condemnation.

14. SPECIFIC PERFORMANCE

Either party shall have the right to compel specific performance of any or all of the obligations of the other party hereunder, including but not limited to, the obligation of either party to acquire from third parties and/or convey to the other party the parcels of real property described herein. Such right is not an exclusive remedy for breach hereof and is intended to be in addition to any other remedy for breach provided by law.

15. CONDITION PRECEDENT

(a) Each of the following shall constitute a condition precedent to Boise's obligation to close the exchange contemplated by this Agreement:

i. The City shall have performed each of the obligations which, by the terms of this Agreement, the City must perform prior to the Closing.

ii. Boise's engineering staff shall have approved the design and location of all streets and railroad tracks to be moved from their present location, as shown in the final survey and engineering plans; and

iii. Boise shall have received a letter from Burlington Northern committing to Boise that Burlington's engineering staff has similarly approved the final engineering plans of such street and track relocation; and

iv. Boise shall have received a letter from Southern Pacific Transportation Company stating that Southern Pacific has entered into a joint trackage agreement with Burlington Northern under which service on the Southern Pacific rail lines which are to be removed will be provided by or on behalf of Southern Pacific via the Burlington Northern mainline.

(b) Each of the following shall constitute a condition precedent to the City's obligation to close the exchange contemplated by this Agreement.

i. Boise shall have performed each of the obligations which, by the terms of this Agreement, Boise must perform prior to the Closing.

(c) Each of the following shall constitute a condition precedent to either party's obligation to close the exchange contemplated by this Agreement.

i. The State of Oregon, the United States government or any agencies thereof, the Southern Pacific Transportation Company, and Burlington Northern, Inc., have given any approvals and executed any agreements required by each respectively for the completion of the Front Street Bypass Project.

Any obligations of either party which are not expressly required by the terms of this Agreement to be performed prior to the Closing shall survive the Closing and remain binding upon the party so obligated until fully performed.

16. NO BROKERS

No brokers were used by either party hereto and no broker's fees shall be payable as a result of this Agreement.

17. ENTIRE AGREEMENT

This Agreement constitutes the entire agreement between the parties and supersedes, merges and replaces all prior negotiations, discussions, promises, representations, warranties and agreements of any form or manner relating to the subject matter hereof.

IN WITNESS WHEREOF, the parties have caused this Agreement to be executed on the date first set forth above:

"Boise"

BOISE CASCADE

Attest

By ____________________
Senior Vice President

____
Assistant Secretary

"City"

CITY OF SALEM, OREGON

Approved as to Form

Mayor

Jeannette M Launer
City Attorney
dept.

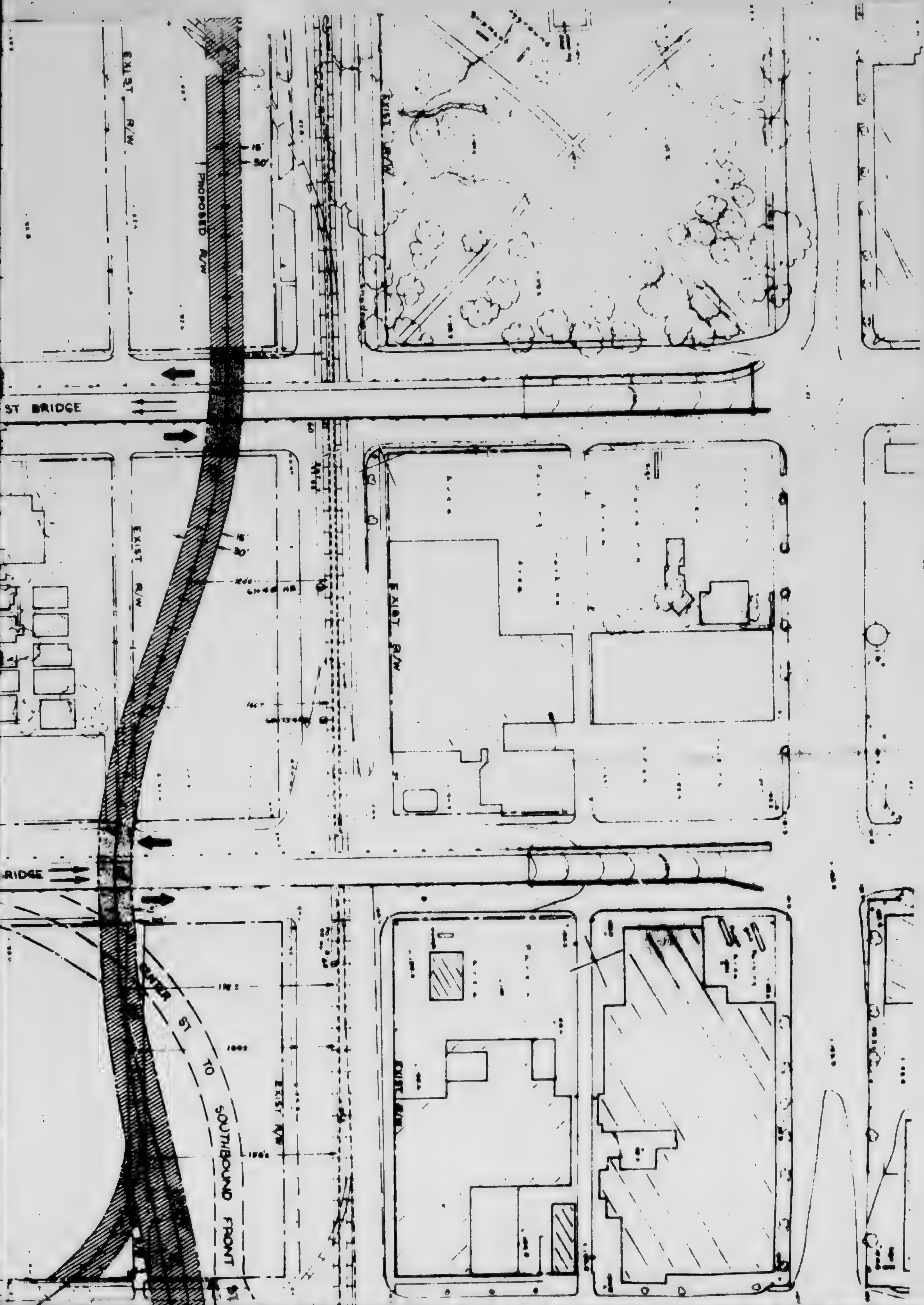
URBAN RENEWAL AGENCY OF THE CITY OF SALEM, OREGON, ACTING BY AND THROUGH THE CITY OF SALEM, OREGON

By________________________
Kent Aldrich, Mayor,
City of Salem, and
Chairman of the Urban
Renewal Agency of the
City of Salem, Oregon

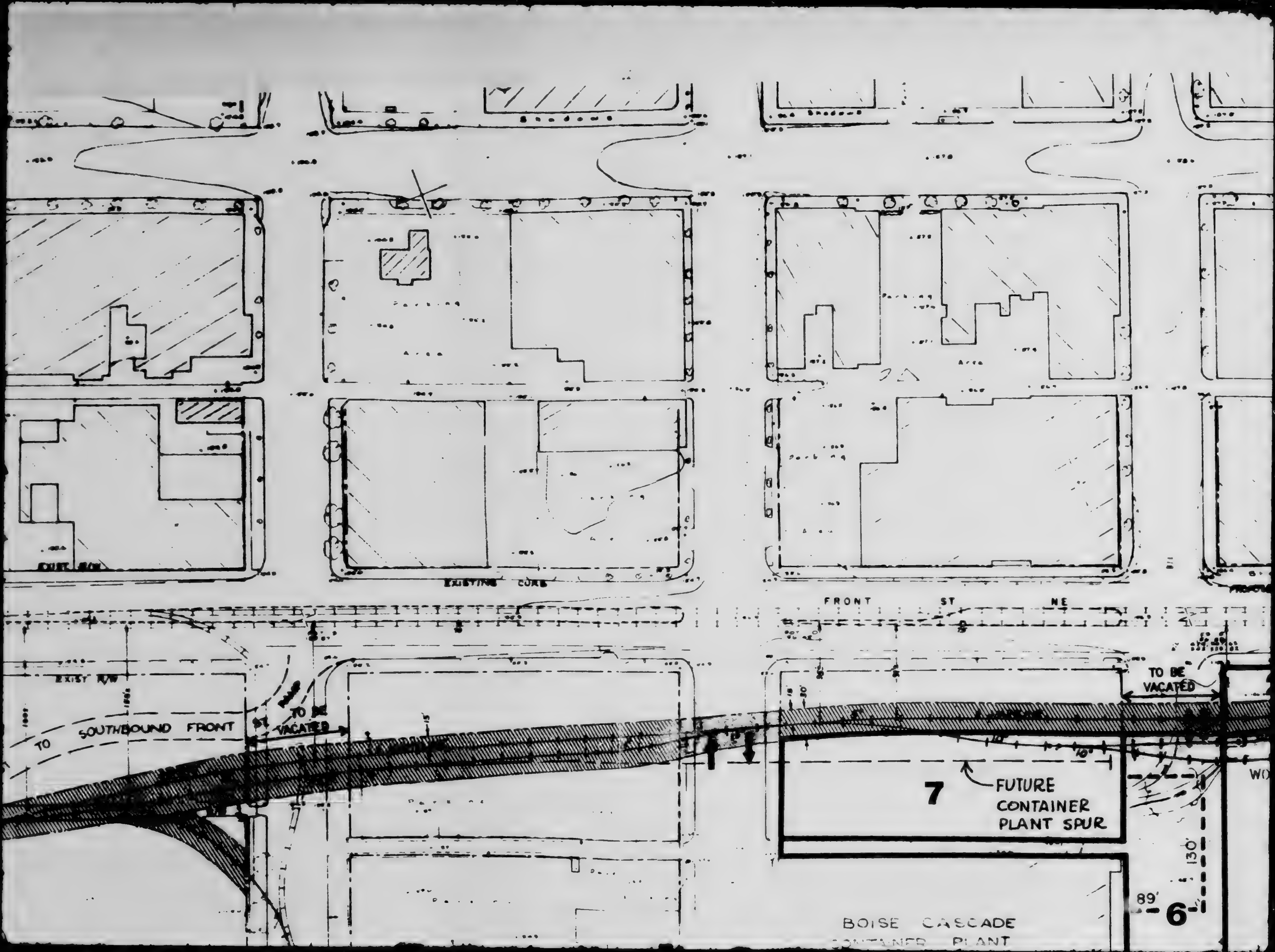
Attest

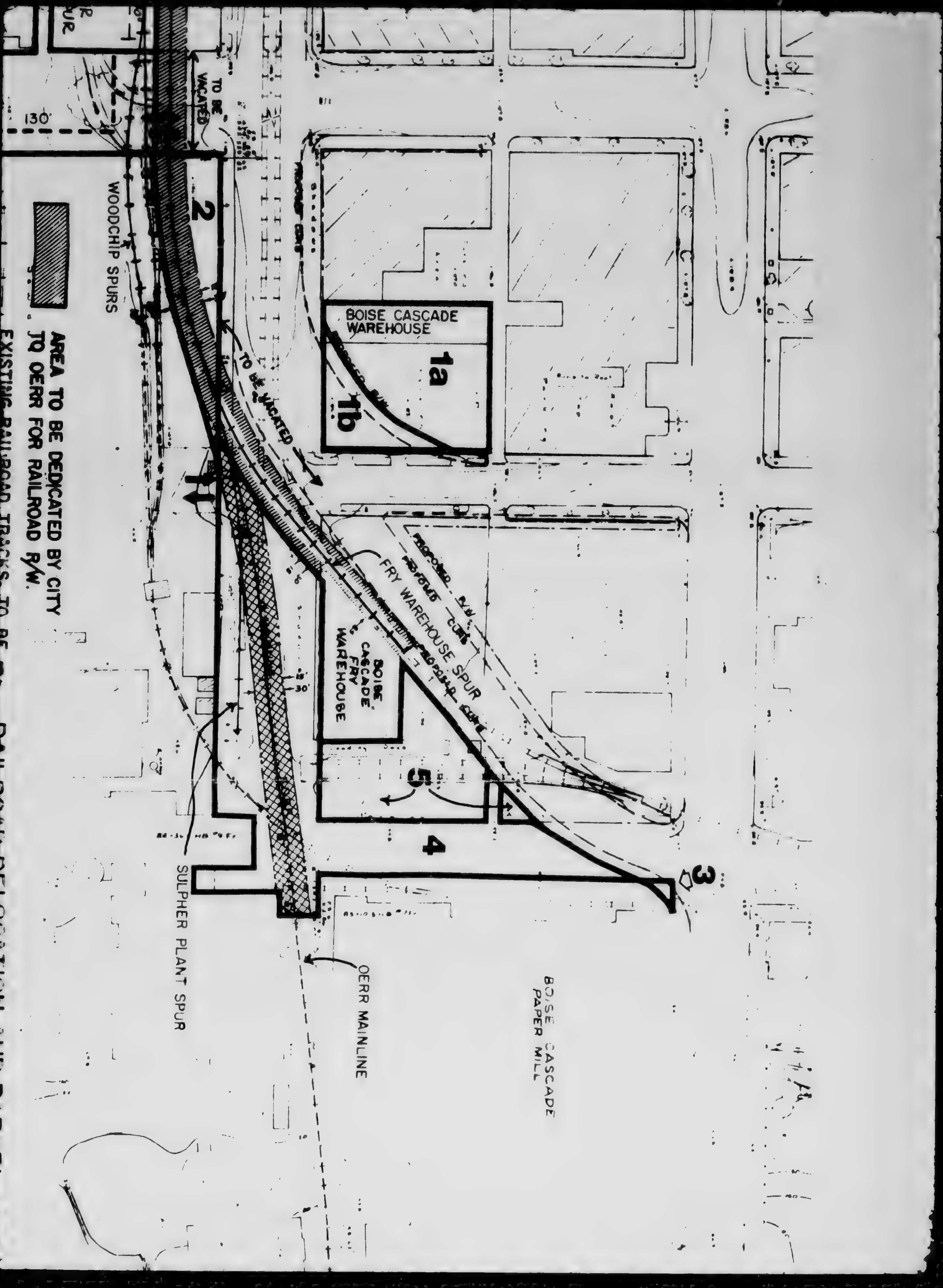
Betty J. Marsh
City Recorder

A/4413A

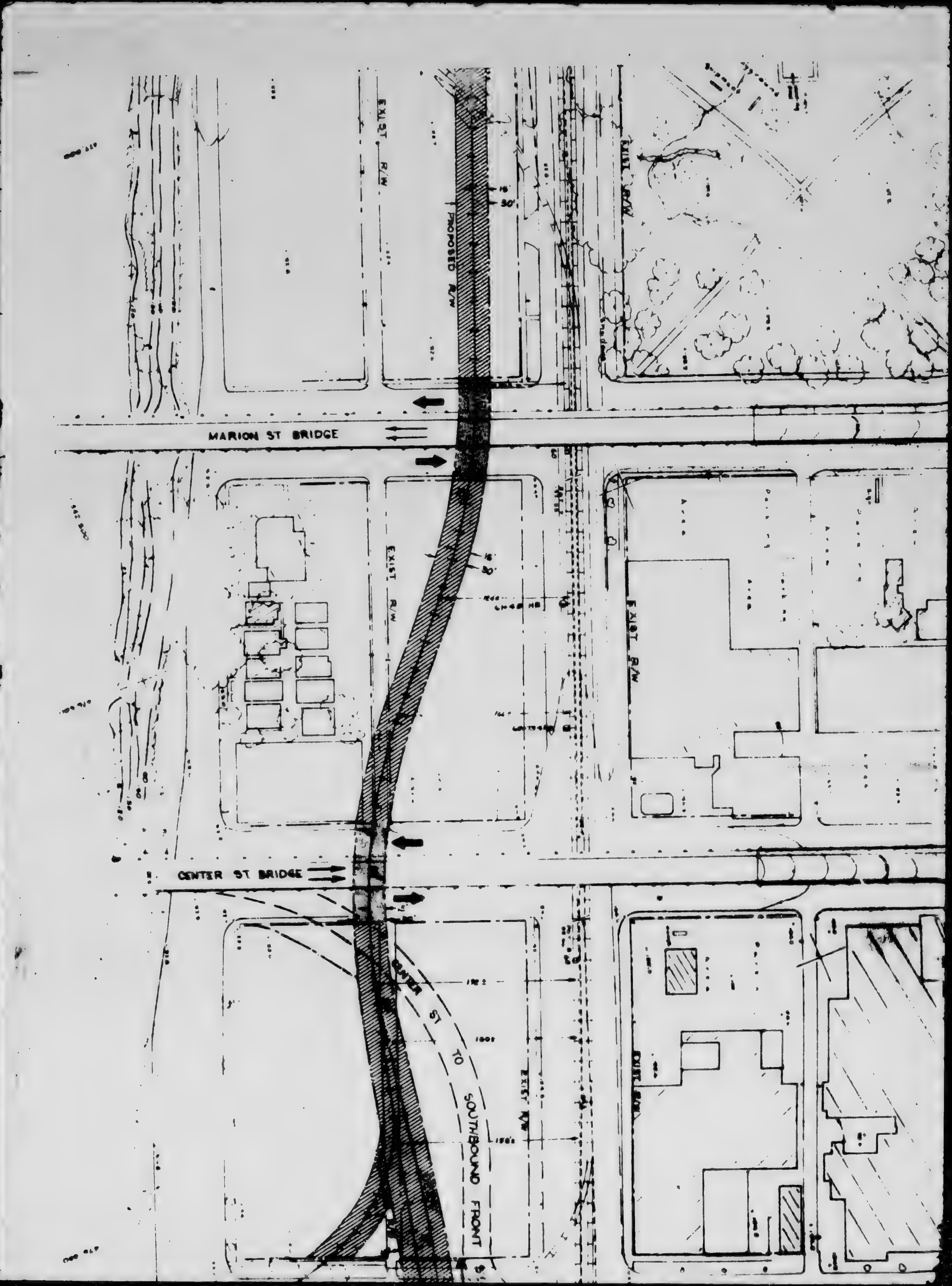


EXIST R/W
PROPOSED R/W
15'
30'
ST BRIDGE
EXIST R/W
15'
30'
EXIST R/W
EXIST R/W
RIDGE
WATER
ST
TO
SOUTHBOUND FRONT
ST
EXIST R/W
EXIST R/W


EXIST R/W
TO SOUTHBOUND FRONT ST
TO BE VACATED
EXISTING CURB
FRONT ST NE
TO BE VACATED
7
FUTURE CONTAINER PLANT SPUR
130'
89'
6
BOISE CASCADE CONTAINER PLANT
15'
30'
10'



AREA TO BE DEDICATED BY CITY TO OERR FOR RAILROAD R/W.
WOODCHIP SPURS
TO BE VACATED
130'
2
BOISE CASCADE WAREHOUSE
1a
1b
TO BE VACATED
FRY WAREHOUSE SPUR
PROPOSED R/W
PROPOSED CURB
BOISE CASCADE FRY WAREHOUSE
5
4
3
SULPHER PLANT SPUR
OERR MAINLINE
BOISE CASCADE PAPER MILL
30'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MARION ST BRIDGE
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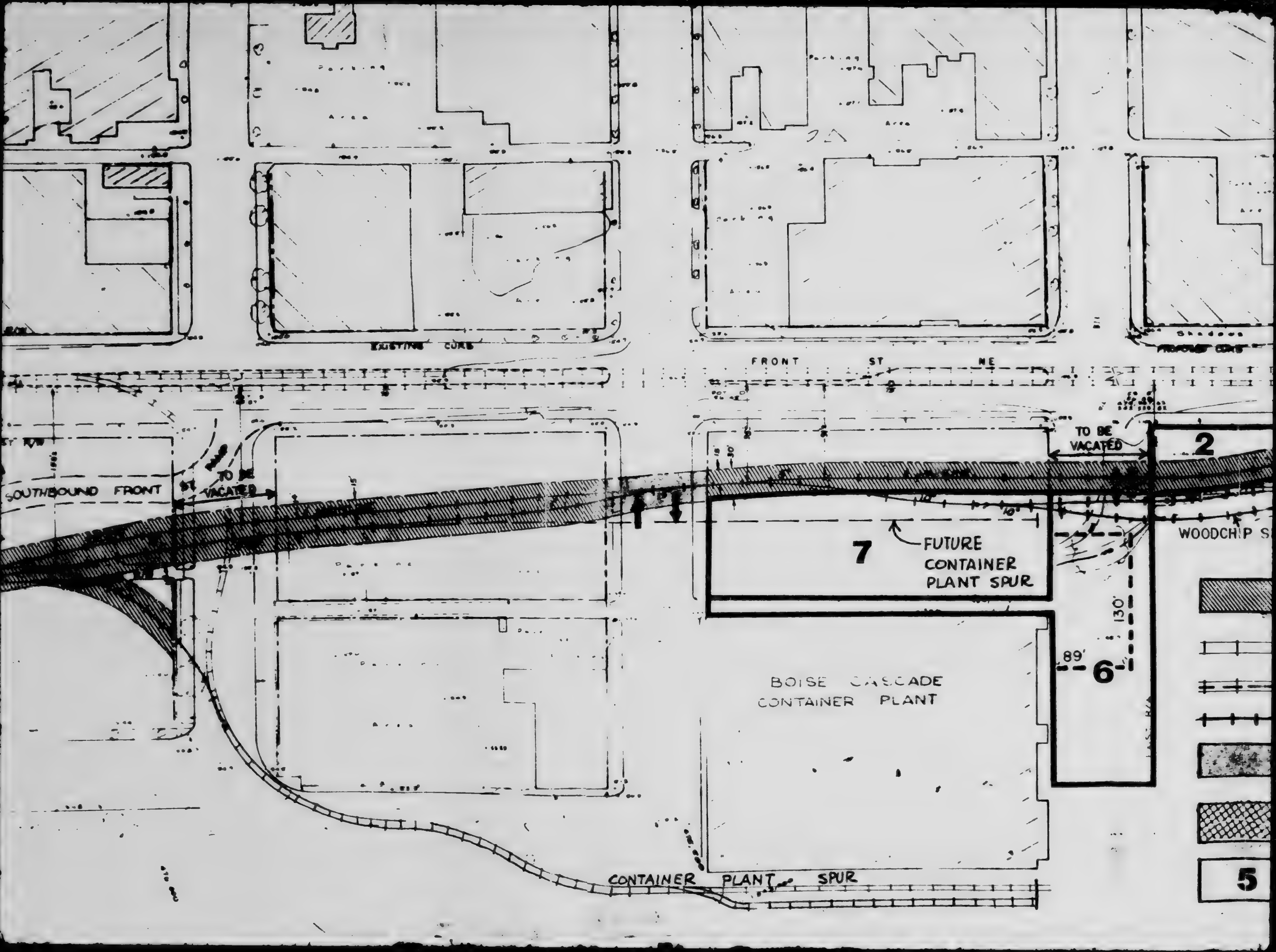
CENTER ST TO SOUTHBOUND FRONT
EXIST R/W
EXIST R/W


FRONT ST NE
EXISTING CURB
SOUTHBOUND FRONT ST
TO BE VACATED
TO BE VACATED
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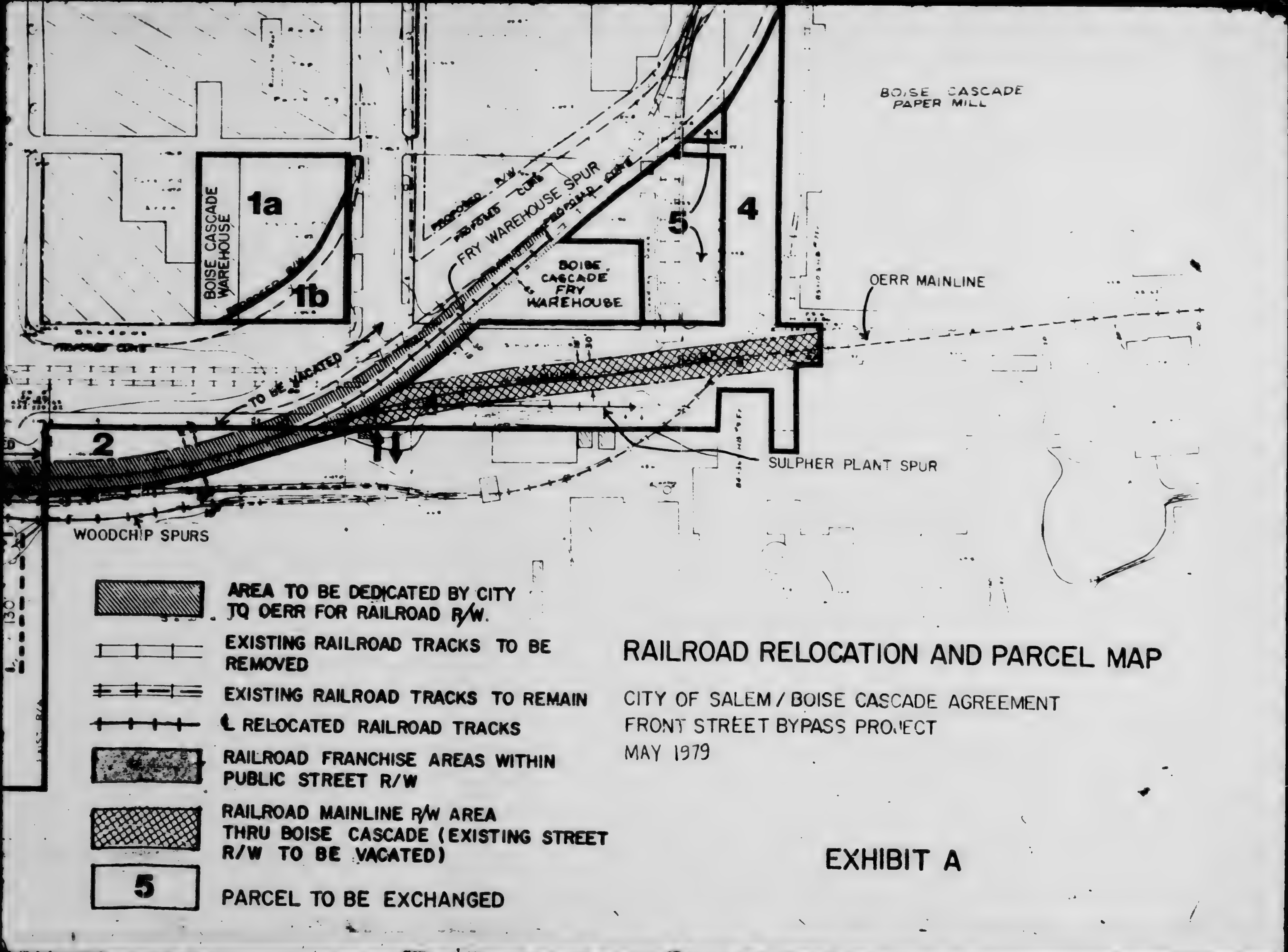
7
FUTURE CONTAINER PLANT SPUR
WOODCHIP S
6
89'
130'
BOISE CASCADE CONTAINER PLANT
CONTAINER PLANT SPUR
5


BOISE CASCADE WAREHOUSE
1a
1b
2
4
5
FRY WAREHOUSE SPUR
PROPOSED R/W
PROPOSED CURB
BOISE CASCADE FRY WAREHOUSE
TO BE VACATED
BOISE CASCADE PAPER MILL
OERR MAINLINE
SULPHER PLANT SPUR
WOODCHIP SPURS
130'
AREA TO BE DEDICATED BY CITY TO OERR FOR RAILROAD R/W.
EXISTING RAILROAD TRACKS TO BE REMOVED
EXISTING RAILROAD TRACKS TO REMAIN
℄ RELOCATED RAILROAD TRACKS
RAILROAD FRANCHISE AREAS WITHIN PUBLIC STREET R/W
RAILROAD MAINLINE R/W AREA THRU BOISE CASCADE (EXISTING STREET R/W TO BE VACATED)
5 PARCEL TO BE EXCHANGED

RAILROAD RELOCATION AND PARCEL MAP

CITY OF SALEM / BOISE CASCADE AGREEMENT
FRONT STREET BYPASS PROJECT
MAY 1979

EXHIBIT A

9101

2

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION **LETTER OF APPROVAL AND/OR AUTHORIZATION**	FEDERAL AID PROJECT NO. M-1705(1) STATE PROJECT NO. See below

FROM: G. L. Green, Division Administrator Salem, Oregon	PROGRAM NO. ITEM NO. 80018	COUNTY NAME Marion PROGRAM STAGE *(Check)* ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
OCT 26 '79
REFER TO
FOR
Info | Inves | R/O | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE 10-23-79	FEDERAL ROUTE NUMBER FAU-1705 STATE ROUTE NUMBER City Street

GENERAL LOCATION:

Division Street - Church Street (Salem) Section

GENERAL DESCRIPTION OF WORK:

Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER *(Specify)* Program Change
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of October 17, 1979 I approve the program change as follows:

Project data changed to:

1) Name . . . . . Division St.-Church St. (Salem) Section
2) Length . . . . 1.12 miles

DATE 10-23-79	SIGNATURE OF APPROVING OFFICIAL G. K. Hoosnir	TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1979—721-818

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. M-1705(1)

STATE PROJECT NO. See below

FROM:

G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80018

COUNTY NAME Marion

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENG
OCT 24 '79
REFER TO
FOR
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DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 10-23-79

FEDERAL ROUTE NUMBER FAU-1705

STATE ROUTE NUMBER City Street

GENERAL LOCATION:

Division Street-Church Street (Salem) Section

GENERAL DESCRIPTION OF WORK:

Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER *(Specify)* Program Change See Below
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of October 18, 1979 I approve the revised preliminary engineering costs to a TEC of $222,100 with Federal participation limited to $190,560. (Incr. TEC $112,100-Federal Funds $96,180)

DATE 10-23-79

SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1978-721-918

October 16, 1979

CON 21-2

Mr. G. L. Green
Division Administrator
Federal Highway Administration
Equitable Center Suite 100
350 Center Street NE
Salem, OR 97301

Dear Mr. Green:

Interstate Transfer Funded Projects
Salem Urbanized Area

Under authority granted to me on February 2, 1979, by Governor Atiyeh I request your approval to use Interstate Transfer Funds for a highway project in the Salem Urbanized Area. Funds for this project are available from the withdrawal of the Salem Freeway (I-305) from the Interstate Highway System under Section 103(e)(4) of Title 23, USC.

I concur that this project is a regional priority and has been developed in conformance with the Region's continuing, cooperative, comprehensive transportation planning process.

Funding will be as follows:

Project	Work	Funds	
		Federal	Local
Division St.-Trade St. (Salem) (Front St.)	Const.	$4,257,300	$751,300

I have directed the Project Management Branch of the Highway Division to process this request with your office to obligate the Federal Transfer funds as they are authorized by the Coordinating Committee of the Salem Area Transportation Study.

Sincerely,

F. B. Klaboe
Director

cc: Mid-Willamette Valley Council
of Governments

bc: H. S. Coulter
D. H. Moehring
C. O. Fredrickson

JLG:dmc jv

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 11, 1979

Mr. Ralph W. Lambert, P.E.
Project Engineer
Department of Public Works
City of Salem
555 Liberty Street, N.E.
Salem, OR 97301

Dear Mr. Lambert:

Division St. N.E.-Trade St. S.E. (Salem) Section
FAU 1705 (Front St.)
Marion County
Sanitary Sewers and Water

Mr. Van Wormer, in his letter of September 14 to Ed Hunter, has requested that several sanitary sewer revisions be included in the Front Street Bypass contract. Two of these revisions are included in the preliminary plans dated October 9.

The 18-inch sewer on Front Street from Court Street to Ferry Street is covered by Notes 19 and 20 on Sheets 5B and 5B-2 of the plans. The 18-inch sewer on Court Street from Front Street to the alley easterly of Front Street is covered by Note 21 on Sheets 5B and 5B-2.

The 10-inch ductile iron sewer on Court Street from Front Street to westerly of the relocated railroad tracks is not shown on the preliminary plans but will be included in the final plans.

The total estimated cost of these sewer lines, to be borne by the City, is $53,000, which includes 20% engineering and contingencies.

The cost of revising water lines per Mr. Van Wormer's letter has not been estimated, since we have not received the "...more specific information and specifications..."

Very truly yours,
ORIGINAL SIGNED
DUANE O. CHRISTENSEN

Duane O. Christensen
Final Design Engineer

DOC:ja

bc E. S. Hunter
Jack Sullivan
Phil Stearns
Tom Edwards

Salem

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO

TO: MEMO TO THE FILES

DATE: October 4, 1979

FROM: W. E. Cole
W. E. Cole
Design Engineer Supervisor

Subject: Division Street-Trade Street (Salem)
Front Street, FAUS 1705
Marion County

The subject project construction will be funded from Interstate Transfer Funds and includes those costs for the Front Street Bypass, railroad relocation and the Ferry Street-Trade Street Couplet.

To date, the City of Salem has requested funds totaling $4,355,400. We have estimated the construction cost to be $5,130,000, which includes 20 percent for engineering and contingencies. The breakdown of the $774,600 overrun is shown below:

Underestimation of Railroad Relocation By City	$550,000
Increased Cost for Illumination	106,000
Other Additions and Inflation	118,600
TOTAL OVERRUN	$774,600

WEC:ja

cc C. O. Fredrickson
Dorland Swan

Versteeg ✓
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

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ROAD DESIGN SECTION

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81-125-1387

Salem

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

October 2, 1979

Versteeg ✓
RECEIVED
copy

Ralph W. Lambert, P.E.
Project Engineer
Department of Public Works
City of Salem
555 Liberty Street NE
Salem, Oregon 97301

Dear Mr. Lambert:

Re: Division St.-Trade St. (**Salem**)
Front Street, FAUS 1705
Marion County

The subject project construction will be funded from Interstate Transfer Funds and includes those costs for the Front Street Bypass, Railroad Relocation, and the Ferry Street-Trade Street Couplet.

This office has estimated the construction cost to be $5,130,000 which includes 20% for engineering and contingencies.

Below is a breakdown of the major features:

Roadwork (including Temporary Protection & Direction of Traffic)	$2,506,000
Railroad	1,351,000
B.N.R.R. Connections	87,000
Illumination	400,000
Structures	78,000
Traffic Signals	435,000
Permanent Signing	30,000
Landscaping and Irrigation	243,000
Total Project Cost	$5,130,000

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TECHNICAL SERVICES
OCT 8 '79
REFER TO
FOR
Info | Inves | R/D | D.R | Sign | Act

Very truly yours,

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

Duane O. Christensen
Final Design Engineer

WEC:ab
cc: C. O. Fredrickson
Dorland Swan
JACK Sullivan
W. E. Cole

Form 81-734-3122

Salem

File

Ralph W. Lambert, Project Engineer

October 2, 1979

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ROAD DESIGN
SECTION

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Ferry-Trade Couplet
Commercial St. to Church St.
Neighborhood Meeting.

A meeting was held on September 28, 1979, in Room 325 of Salem City Hall.

Attenders:

City Staff: Ralph Lambert, Doug Van Dyke, Bruce Schafer, Jim Walker, Larry Glassock, Paul Becker
ODOT Staff: Bill Cole, Loran Weber
Property Owners: Francis Smith, Michael Smith, United Savings Bank (W. Gutzler), several others

Ralph Lambert presented four alternate plans for Track Street between Liberty Street and Church Street. See attached report.

The property owners, almost unanimously, opposed any median at all in Trade Street. Any Median would severly restrict the developability of properties in these blocks.

At the meeting on Alternate 5 was developed per the attached conceptual sketch. This Alternate 5 seemed acceptable to the property owners. Staff (Lambert and Garrison) are to further refine this new alternate, and revise the staff report as necessary.

United Savings Bank is being relocated to the present Salem Laundry Site by the City as part of Block 23 relocation. United's development is to include an eight story ± office building. There is also a possibility of a petition initiated alley vacation is this block.

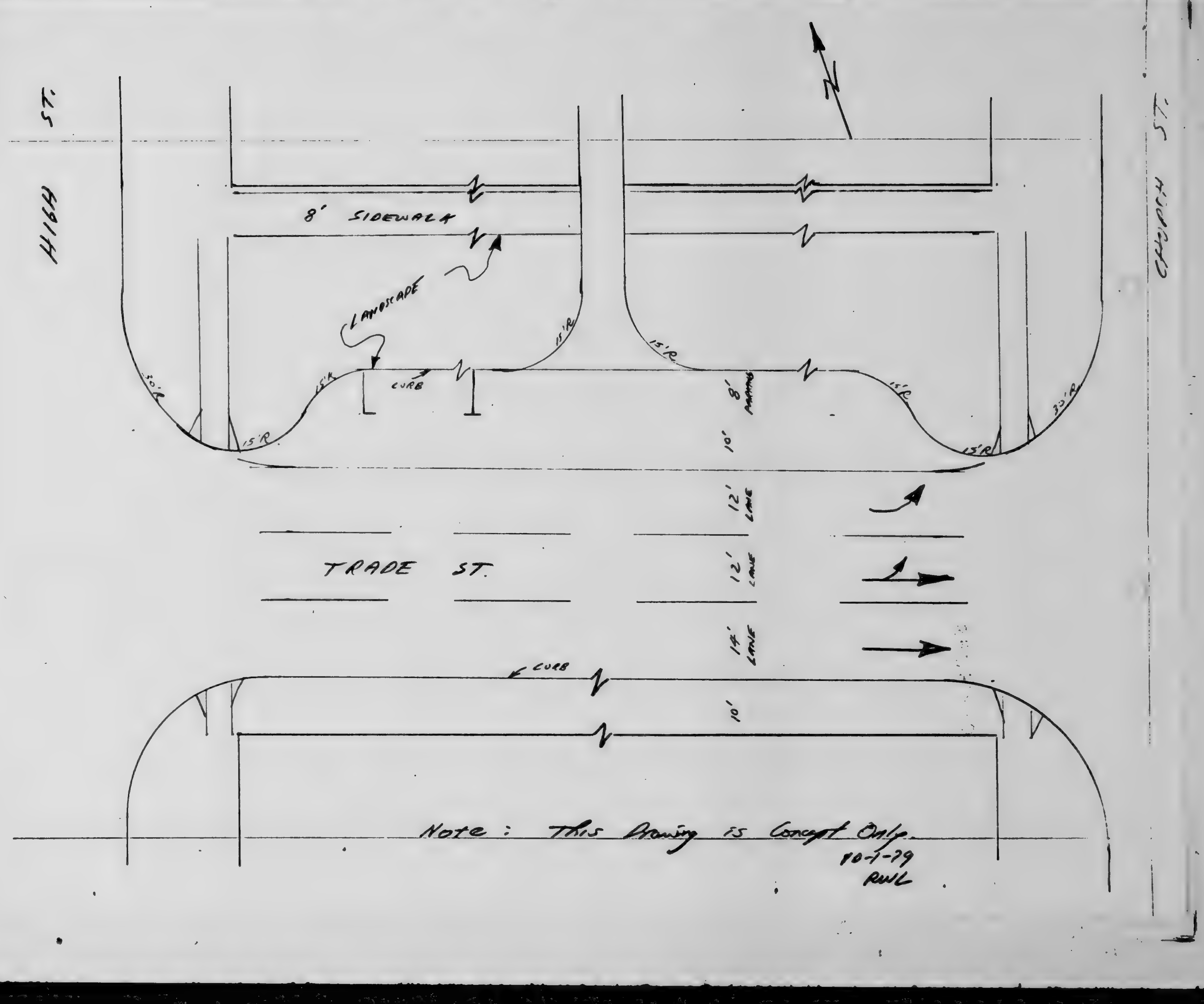
Once the Staff Report for Trade Street alternates is revised to include Alternate 5, it is to go to:

1. Downtown Development Board (every Thursday - Jim Walker)
2. C.A.N.DO. Neighborhood Association (every Friday - Polly Hare)
3. City Council

For approval.

cc: Lew Garrison, Traffic Design Engineer
Bill Cole, ODOT, Final Design

RWL/cb



HIGH ST.
CHURCH ST.
TRADE ST.
8' SIDEWALK
LANDSCAPE
CURB
CURB
15'R
15'R
15'R
15'R
15'R
15'R
30'R
30'R
8' PARKING
10'
12' LANE
12' LANE
14' LANE
10'

Note: This Drawing is Concept Only.
10-1-79
RWL

1101

STATE OF OREGON

INTEROFFICE MEMO

Railroad & Utilities — DEPT.
378-6511 — TELEPHONE

TO: Memo To The File

DATE: September 27, 1979

FROM: Roger D. Trygstad
Railroad & Utility Engineer

RD Trygstad

SUBJECT: Division St.-Trade St. Section (Salem)
Front Street

By a September 21st letter from Mr. Laurence E. Gassock, Real Estate Supervisor for the City of Salem, the Highway Division has been requested to deed certain properties to the City of Salem for the purposes of constructing the subject project.

I have discussed with Bruce Boyd the matter of whether or not the City should reimburse us for this right of way. It was decided that we would not request reimbursement from the City inasmuch as Front Street is an integral part of the transportation system in Salem and the improvement to Front Street will improve operating conditions on the Salem Bridges which are a part of the State Highway System. Technical Services Engineer, E. S. Hunter, concurred with this thinking on May 22, 1979.

RDT:mm

cc: E. S. Hunter
J. B. Boyd

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STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter,
State Highway Engineer

DATE: September 20, 1979

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Proposed Interstate Transfer Project

City of Salem is requesting a $536,400 project to widen a 0.57 mile segment of the Ferry Street-Trade Street couplet from the present two lanes to three lanes. The project will include removal of existing railroad tracks on Trade Street, installing illumination and landscaping, and miscellaneous minor work on Commercial, Liberty, High, and Church Streets between Ferry and Trade Streets. State will perform the preliminary and construction engineering. The 15% local match will be provided by City of Salem (92.5%) and Marion County (7.5%). The location of the proposed project is indicated on the attached map. In Summary:

Jurisdiction	Section	Est. Total Cost	Federal Funds	City Share	County Share
Salem	Commercial St.-Trade St. Section, Ferry St.-Trade St. Couplet, FAU 1705	$536,400	$455,940	$74,425	$6,035

Region 2 and this office investigated the proposed project confirming its validity and financing utilizing Interstate Transfer funds withdrawn from the I-305 Freeway. I recommend your approval and request you authorize this project under delegated authority.

APPROVED BY:

H. S. Coulter
State Highway Engineer

Date 9/20/79

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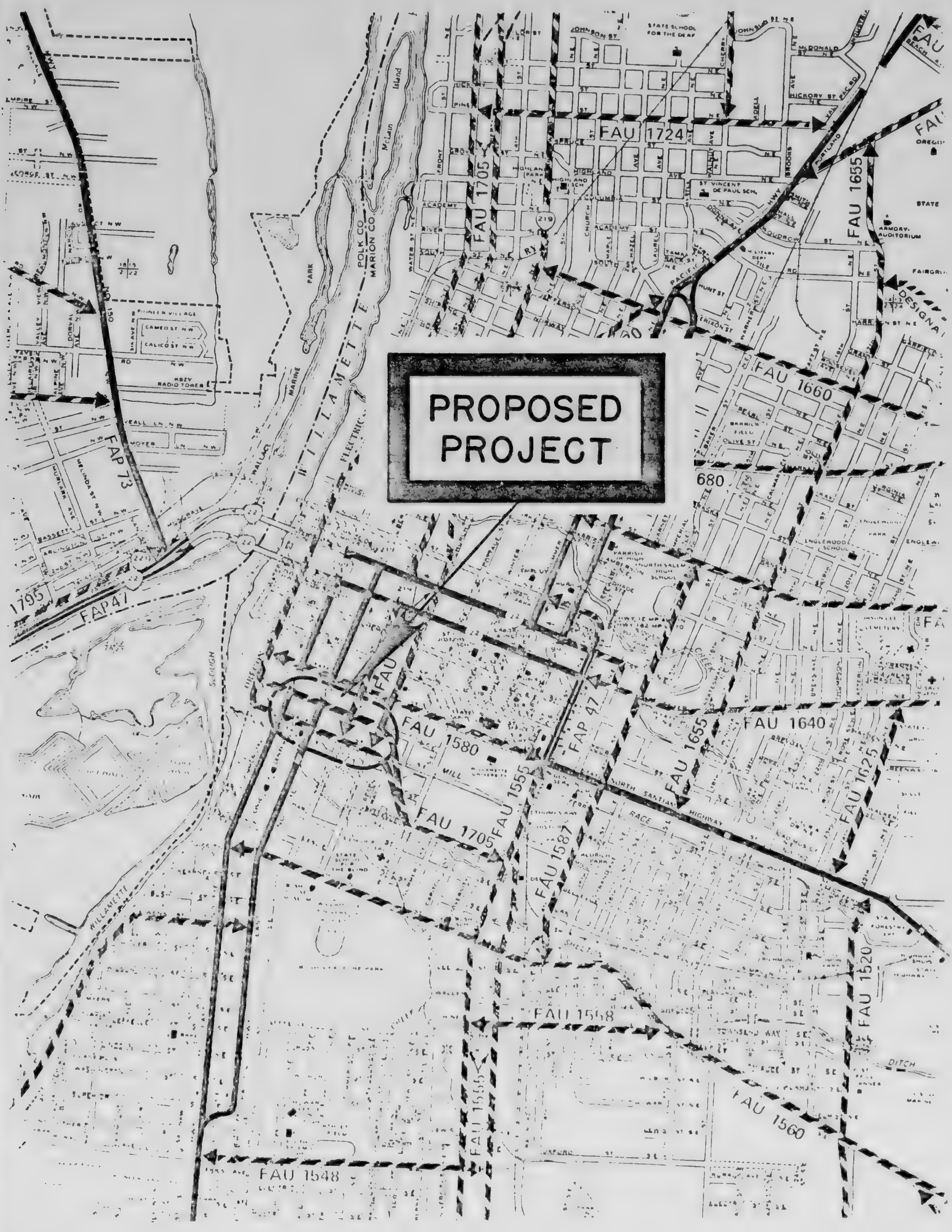
DOT DIRECTOR
SEP 2 '79
REFER TO
FOR
Info Inves R/D D/R Sign Act File

GEZ:pf
Attachment
D. E. Swan - Please Program & Update PMS.
cc w/Attachment:
✓F. B. Klaboe
L. W. Rulien
E. S. Hunter
D. H. Moehring
C. T. Keasey
R. L. Schroeder
G. Bell
J. H. Versteeg
L. E. George
G. Potter
F. E. Terpin
W. J. Hart
J. B. Boyd
R. Trygstad
D. O. Christensen
J. Sullivan
F. W. Yarbrough
J. Grassman
F. Lowe
Region 2:
C. O. Fredrickson
P. Stearns
J. Dixon

PROJECT MANAGEMENT BRANCH
SEP 21 1979
REFERRED TO
FOR
FILE: PM FA LG.

125-1387


PROPOSED PROJECT
FAU 1724
FAU 1705
FAU 1655
FAU 1660
680
FAU 1640
FAU 1580
FAU 1555
FAP 47
FAU 1625
FAU 1587
FAU 1705
FAU 1520
FAU 1568
FAU 1560
FAU 1555
FAU 1548
FAP 73
FAP47
1795
WILLAMETTE
POLK CO.
MARION CO.
McLain Island
STATE SCHOOL FOR THE DEAF
ST. VINCENT DE PAUL SCH.
HIGHLAND SCH.
STATE
ARMORY-AUDITORIUM
OREGON
FAIRGROUNDS
DESIGNA
PIONEER VILLAGE
KBZY RADIO TOWER
ENGLEWOOD SCHOOL
PARRISH JR. HIGH
NORTH SALEM HIGH SCHOOL
NORTH SANTIAM HIGHWAY
STATE SCHOOL FOR THE BLIND
SLOUGH
DITCH
WILLAMETTE
FAU

Vic Atiyeh

July 17, 1979

Mr. B. T. Van Wormer
Assistant Director of Public Works
and Acting City Engineer
City of Salem
City Hall - 555 Liberty Street S.E.
Salem, OR 97301

Dear Mr. Van Wormer:

In reply to your July 2 letter, span wire mounted signals were decided upon at the intersection of Commercial and Division Streets to obtain more flexibility in vehicular head placement initially for future conditions and for more economical future maintenance. There are also less first costs (estimated at $3,000) in placing the span wire installation.

Better placement of heads is obtained by use of span wire mounting. The most effective placement for programmed heads is on the far portion of the lane to be controlled. Mast arms would require 45- to 50-foot arm lengths to accomplish this. Because of possible structural problems, we would prefer not to use arm lengths of this magnitude.

Although we realize that the appearance of traffic signal support structures is a matter of individual taste, it is believed that the general appearance of mast arms of the length under consideration would be too massive and overpowering. A 50-foot mast arm supported at the end of a 20-foot pole does not produce a pleasing design. The mast arm is 12 inches and the base diamater of the support pole is 16 to 18 inches. By contrast, the strain poles for the span wire installation would be from 20 to 30 feet in height and 12 inches in diameter.

Enclosed is a full-scale drawing showing in red a proposal to utilize a span wire installation that would reduce the span length from 125 feet to 112 feet. It would also provide a straight span alignment, making it easier to keep the programmed heads properly tethered. The heads in the center of the span would be placed as close as possible along the far portion of the lane to provide better programming.

A mast arm installation would require a pole in the center island, which would be vulnerable to vehicle collision. I would think, for safety reasons, an energy attenuation device would be needed and this would add to the clutter.

It appears to me, Van, that the span wire is more appropriate, both from a safety and an appearance point of view.

I'd be happy to discuss this further with you and Doug at any time.

Sincerely,

E. S. Hunter
Assistant State Highway Engineer
Technical Services Branch

Enc.

bc L. E. George
J. H. Versteeg (enc.)
C. O. Fredrickson "
R. E. Nelson "

LEG:ds/ESH:ja

CITY
OF SALEM,
OREGON
City Hall / 555 Liberty St. S.E.
Zip Code 97301

July 2, 1979

Ed Hunter, Assistant State Highway Engineer,
Technical Service Branch,
Oregon Department of Transportation
Transportation Building
Salem, Oregon 97310

Dear Ed,

SUBJECT: FRONT STREET BYPASS
DIVISION STREET-TRADE STREET SECTION
COMMERCIAL AT DIVISION
SIGN - SIGNAL DESIGN

RECEIVED
TECHNICAL SERVICES
JUL 9 '79
REFER TO
George
FOR

Info	Invest	R/D	D.R.	Sign	Act	File
		X				

This is in reply to your letter of June 21, 1979 to Robert Briscoe concerning the above intersection.

We thank you for abandoning the sign bridge ideas.

However, you are proposing a span wire installation for programmed traffic signal heads. We are not sure this will be acceptable for wind loads on programmed heads over such a long span.

On March 27, 1979 Lew Garrison, our Assistant Traffic Engineer, wrote the attached letter to Dick Nelson of Region 2. This letter and attached plan proposes mast arm poles to the side of the roadway. These will provide the rigid mounting needed for programmed signal heads, yet be safe. Your letter of June 21, 1979 only briefly mentions the 40 foot mast arms required.

We are currently using 38 foot mast arms at Bellvue and Winter Streets, with no apparent problems. It our opinion that 40 foot mast arms at Commercial and Division Streets would work the best.

Ed
Can we use "mast arms" instead of span wire?
And, if not, why not?
Thanks — regards Van

RECEIVED
JUL 9 1979
TRAFFIC ENGINEERING

NOTED
W. R. ZIRBES

We request a formal response to our March 27, 1979 letter, with supporting reasons why it may not be acceptable. We will also include this item on the June 25, 1979 Front Street Steering Committee Agenda for Final Resolution of this design problem.

Very truly yours,

B. T. Van Wormer

B.T. VAN WORMER
Assistant Director of Public Works
and Acting City Engineer

c.c. Robert Briscoe, Chairman Front Street Steering Committee
Lew Garrison, Assistant Traffic Engineer
Ralph Lambert, Project Engineer
Dick Nelson, Region 2 OSHD Location Engineer.

Enclosures

BTV/RWL: dd

[illegible]
cc: Jim Walker

Doug V.
Don. M. Lo.

JUN 1979
RECEIVED
Planning Divison

~~ROBERT W. STRAUB~~
Vic Atiyeh

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 21, 1979

RB 6/25

Mr. Robert Briscoe, Chairman
Front Street Bypass-Pringle
Creek Parkway Steering Committee
City of Salem
City Hall
Salem, OR 97301

Dear Mr. Briscoe:

This is to confirm our telephone conversation in which I stated we would abandon the sign bridge idea at the intersection of Division and Commercial and because mast arm installations would need to be about 40 feet long, we will utilize the span-wire arrangement to support the signal heads. The directional signing can be handled by post-mounting in advance of the intersection.

With regard to the Public Utility Commission crossing applications, as I stated, our workload is such that we cannot take over the preparation of the applications for the City but we can provide assistance by having Roger Trygstad help your people in the preparation. Roger estimates that if all the information is available each application will take one to one and one-half man days for preparation. Roger will be contacting Ralph Lambert today.

Sincerely,

Ed Hunter

E. S. Hunter
Asst. State Highway Engineer
Technical Services Branch

ESH:ja

Form 81-734-3122 (Rev. 7-77)

March 27, 1979

Mr. Dick Nelson
Region Location Engineer
Oregon State Highway Division
East Salem Highway Building
Salem, Oregon 97310

RE: Front Street Bypass - Alternative Signalization -
Division at Commercial Street, N.E.

Dear Mr. Nelson:

In lieu of an impact attenuator on Pole No. 2 (Division at Commercial), we have designed alternative locations for mast arm pole to the side of the roadway (see attached plans). These poles are 40 ft. in length and provide the rigid mounting for programmed signal heads. Illumination (if required) could be included on these poles.

The directional signing for this intersection should be placed well in advance, possibly also on a mast arm pole.

We do not feel a sign bridge would be approriate at this intersection due to its gross design, nor a span wire because of its inherent hazards of wind load on programmed heads over such a long span.

Please apprise of the status of this project and if we can be of any help, let us know.

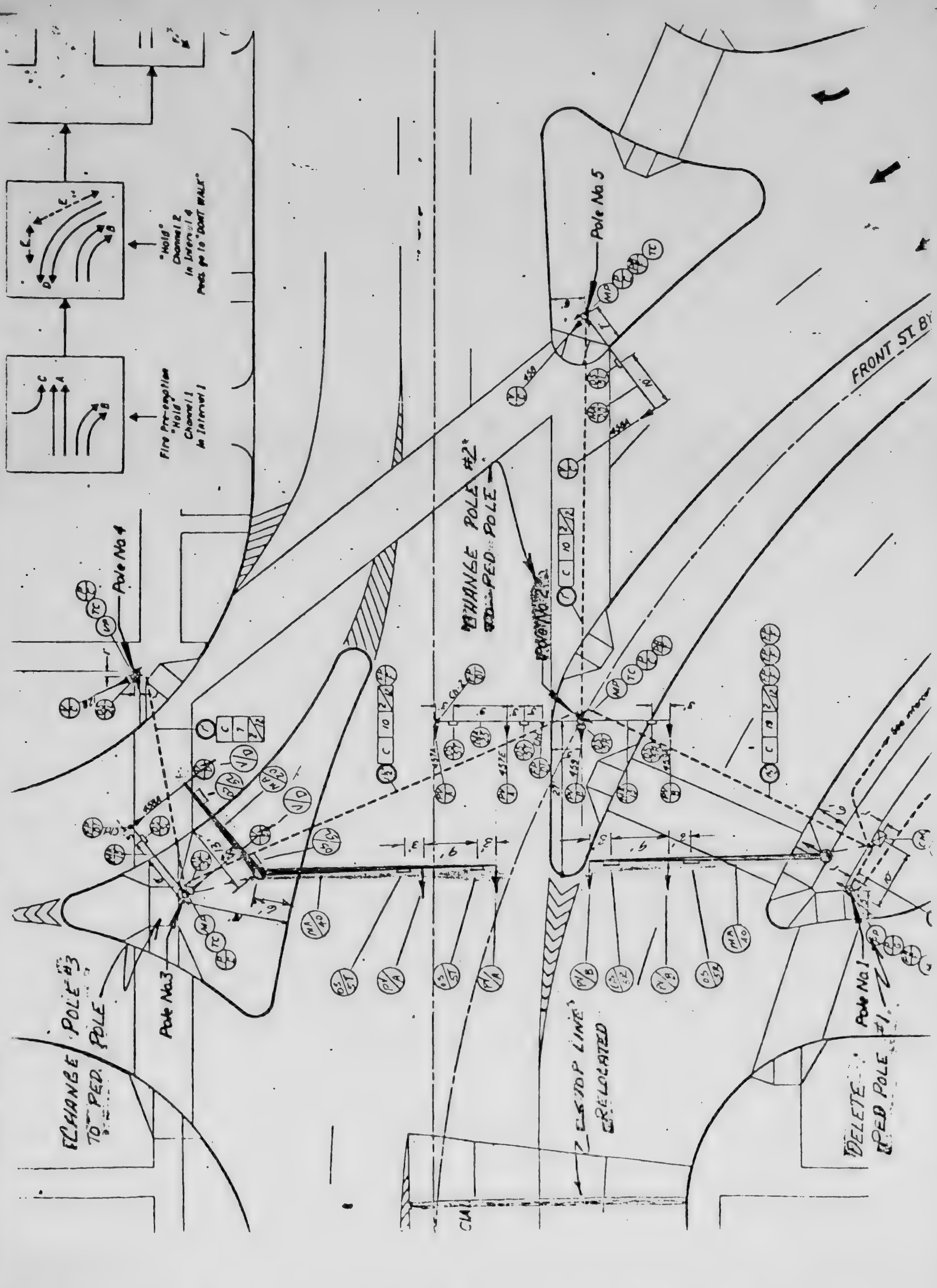
Sincerely,

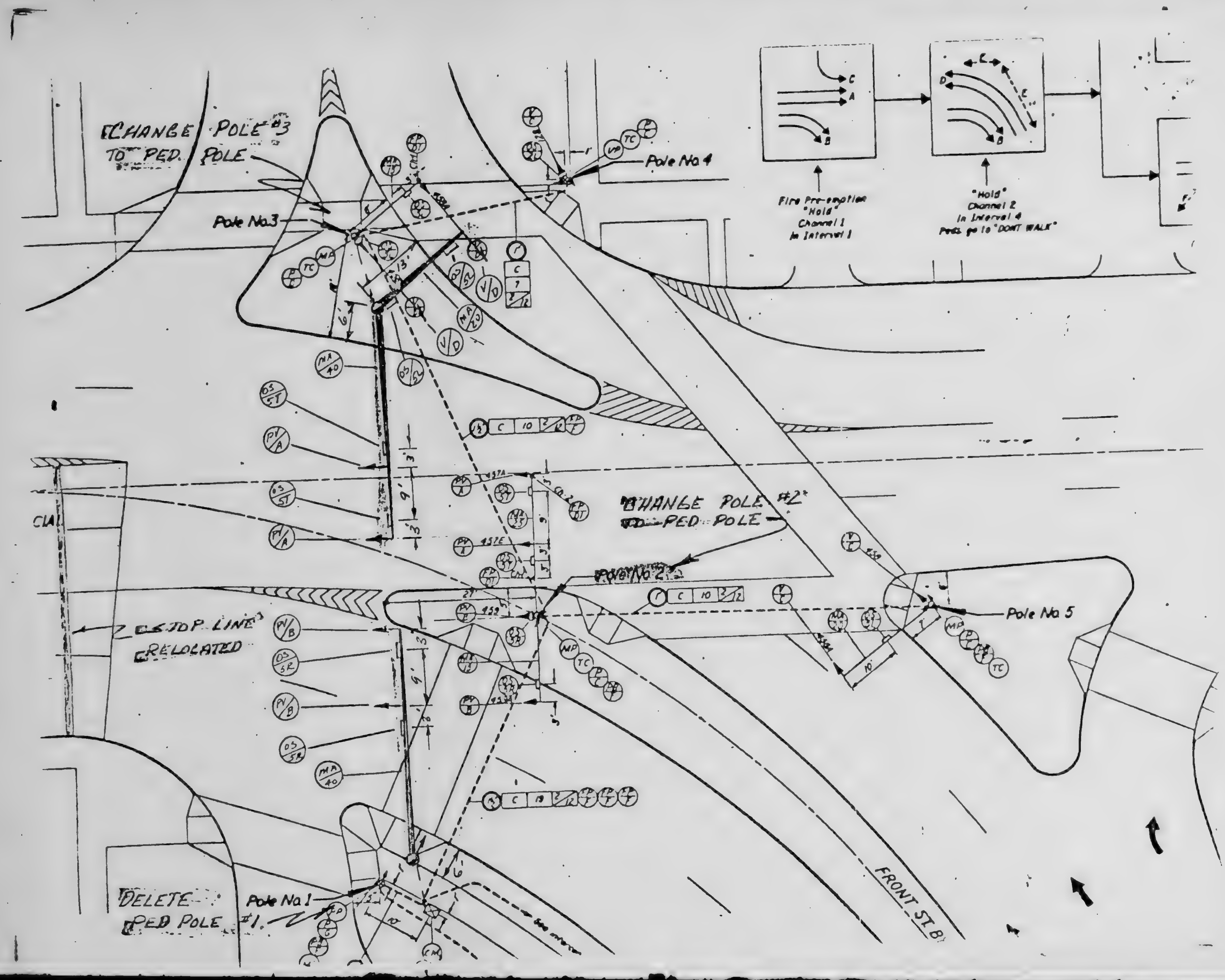
LEWIS H. GARRISON
Assistant Traffic Engineer

LHG:bg
Attachment

cc: Ralph Lambert
Keith Rudisil, OSHD
Dave Weaver, OSHD
S. D. Van Dyke

File


Fire Pre-emption "Hold" Channel 1 In Interval 1
"Hold" Channel 2 In Interval 4 Peds go to "DONT WALK"
A
B
C
D
Pole No 4
Pole No 5
Pole No 3
Pole No 1
CHANGE POLE #3 TO PED. POLE
CHANGE POLE #2 TO PED POLE
STOP LINE RELOCATED
DELETE PED POLE #1
FRONT ST. BY
MA
TC
PV
OS
C
10


CHANGE POLE #3
TO PED. POLE
Pole No. 3
Pole No 4
Fire Pre-emption "Hold" Channel 1 In Interval 1
"Hold" Channel 2 In Interval 4 Peds go to "DONT WALK"
A
B
C
D
E
CHANGE POLE #2
TO PED POLE
Pole No 2
Pole No 5
STOP LINE
RELOCATED
CL
DELETE
PED POLE #1.
Pole No 1
FRONT ST B
MA 40
OS ST
PV A
OS SR
PV B
J/D
TC
MP
CM
C
10
7
3'
9'
6'
13'
10'
1'

VICTOR ATIYEH
GOVERNOR

Executive Department
INTERGOVERNMENTAL RELATIONS DIVISION
ROOM 306, STATE LIBRARY BLDG., SALEM, OREGON 97310

July 10, 1979

Gary A. Potter, Manager
Environmental Section
412 Transportation Bldg.
Salem, OR. 97310

FRONT STREET BYPASS - PNRS 7906 4 310

Thank you for submitting your final Environmental Impact Statement for State of Oregon review and comment.

The Departments of Environmental Quality, Lands and Historic Preservation have submitted additional comments. Any consideration you can give these comments will be appreciated.

Kay F. Wilcox

KAY WILCOX, A-95 COORDINATOR
Enclosures

KW:cb

ENVIRONMENTAL SECTION
July 10, 1979

cc: E. S. Hunter
J. H. Versteeg
D. H. Moehring
C. O. Fredrickson
Dick Knowles

RECEIVED
[illegible]
JUL 12 79
REFER TO
FOR

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
306 State Library Building, Phone 378-3732
Salem, Oregon 97310

PNRS STATE REVIEW

Project #:_______ _____________ Return Date: JUN 9 [illegible]

ENVIRONMENTAL IMPACT REVIEW PROCEDURES

This is a final Environmental Impact Statement and requires immediate action.
1. If you have comments, they must be received by the federal agency prior to the return date indicated above, or they will not be considered.

ENVIRONMENTAL IMPACT REVIEW
FINAL STATEMENT

( ) The environmental impact is adequately described.

( ) The comments we made on the Draft Statement have been adequately dealt with.

(X) The comments we made on the Draft Statement have not been adequately dealt with. (Give details below.)

( ) No comment.

REMARKS

Since Alternative 2 will cause the largest impact from noise of all the alternatives, the DEQ Noise [illegible] strongly [illegible] the [illegible] also objects to:

1. The Final EIS not address any acoustical treatment of residential property [illegible]
2. The project not including any [illegible] noise [illegible] [illegible]

The [illegible] mitigation. [illegible] acoustically treated. We [illegible] minimum [illegible] small [illegible] with the total project costs.

Agency [illegible] By [illegible]

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
306 State Library Building, Phone 378-3732
Salem, Oregon 97310

RECEIVED
JUN 12 1979
DIVISION OF STATE LANDS

PNRS STATE REVIEW

Project #: 7906 4 310 Return Date: JUN 29 1979

ENVIRONMENTAL IMPACT REVIEW PROCEDURES

This is a final Environmental Impact Statement and requires immediate action.

1. If you have comments, they must be received by the federal agency prior to the return date indicated above, or they will not be considered.

Front Street Bypass

ENVIRONMENTAL IMPACT REVIEW
FINAL STATEMENT

( ) The environmental impact is adequately described.

( ) The comments we made on the Draft Statement have been adequately dealt with.

( ) The comments we made on the Draft Statement have not been adequately dealt with. (Give details below.)

( ) No comment.

REMARKS

Figure 20 depicts a larger area for public use on the south bank of Mill Creek at the mouth than is shown on Figure 23.

Agency Lands By Bill Parks

MARION

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
306 State Library Building, Phone 378-3732
Salem, Oregon 97310

PNRS STATE REVIEW

Project #: [illegible] Return Date: JUN 29 1979

ENVIRONMENTAL IMPACT REVIEW PROCEDURES

This is a final Environmental Impact Statement and requires immediate action.
1. If you have comments, they must be received by the federal agency prior to the return date indicated above, or they will not be considered.

ENVIRONMENTAL IMPACT REVIEW
FINAL STATEMENT

(X) The environmental impact is adequately described.

(X) The comments we made on the Draft Statement have been adequately dealt with.

( ) The comments we made on the Draft Statement have not been adequately dealt with. (Give details below.)

( ) No comment.

FRONT ST. BYPASS, SALEM

REMARKS

GOOD JOB ON CULTURAL RESOURCES. BETTER THAN THE AVERAGE REPORT.

Agency SHPO By David G Talbot

Salem

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic
DEPT.

378-6537
TELEPHONE

TO: D. O. Christensen
Final Design Engineer

ATTN:
Lyle Watson

DATE: June 28, 1979

FROM: L. E. George
Traffic Engineer

SUBJECT: Signing
Division Street-Trade Street (Salem) Section
FAU 1705 - Front Street
Marion County

Attached are two revised copies of Sheet 1 of the sign study plans for the above-named section.

The revision was made because the sign bridge at the intersection of Division and Commercial Streets was deleted from the project.

L E George

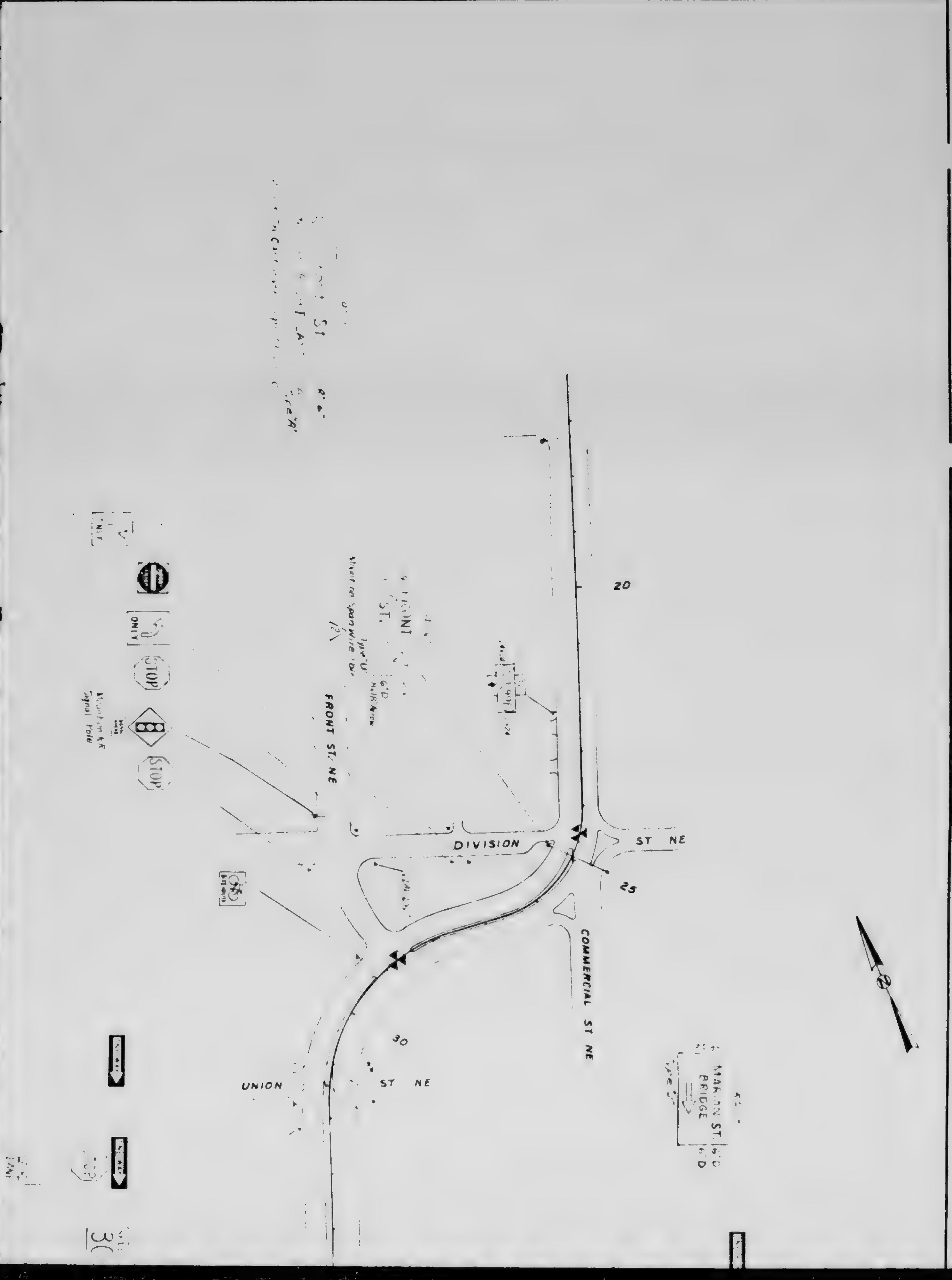
L. E. George
Traffic Engineer

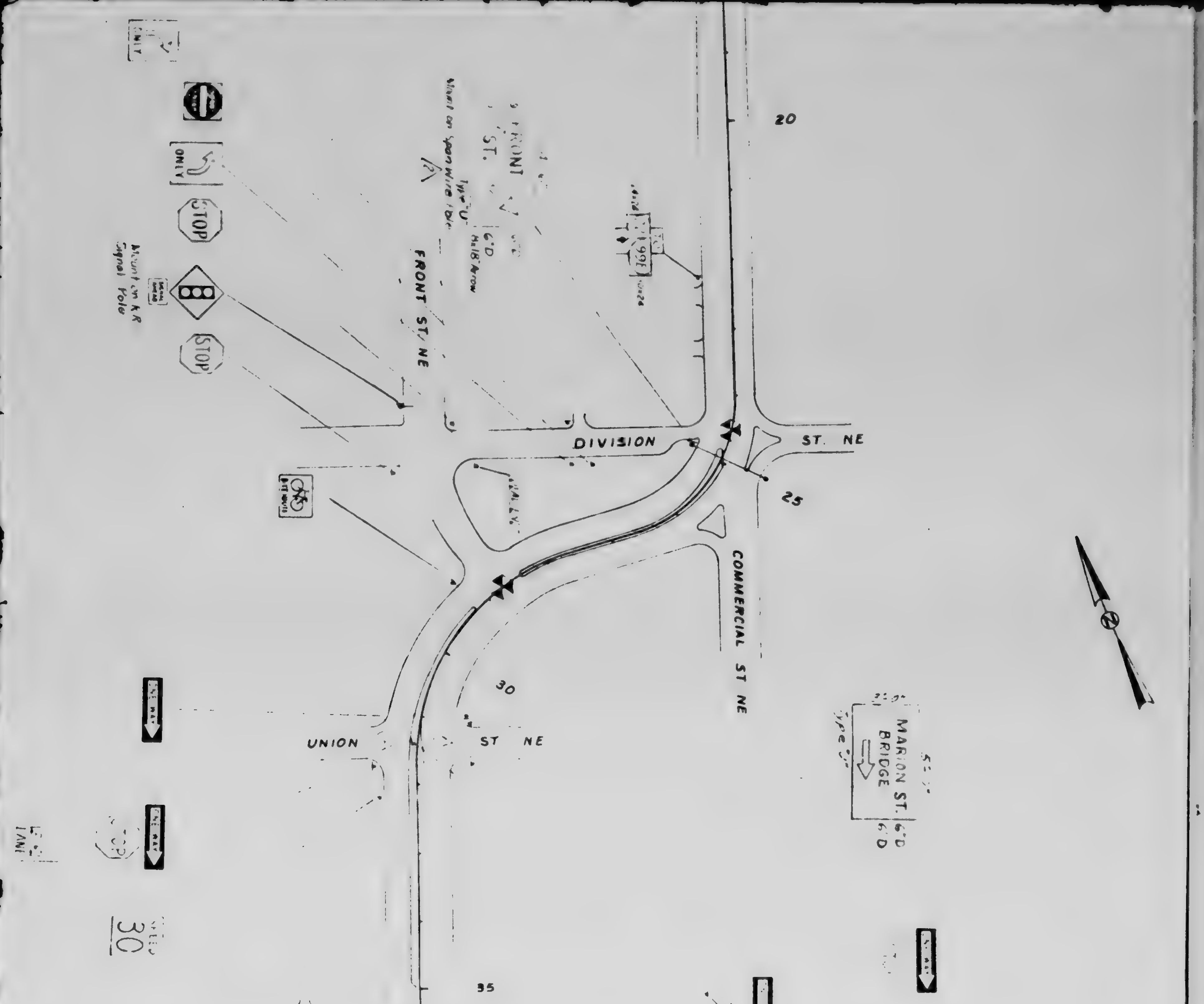
ELS:ds
Attachments

cc: E. S. Hunter
C. O. Fredrickson
R. A. Kuehn
F. T. Lacey

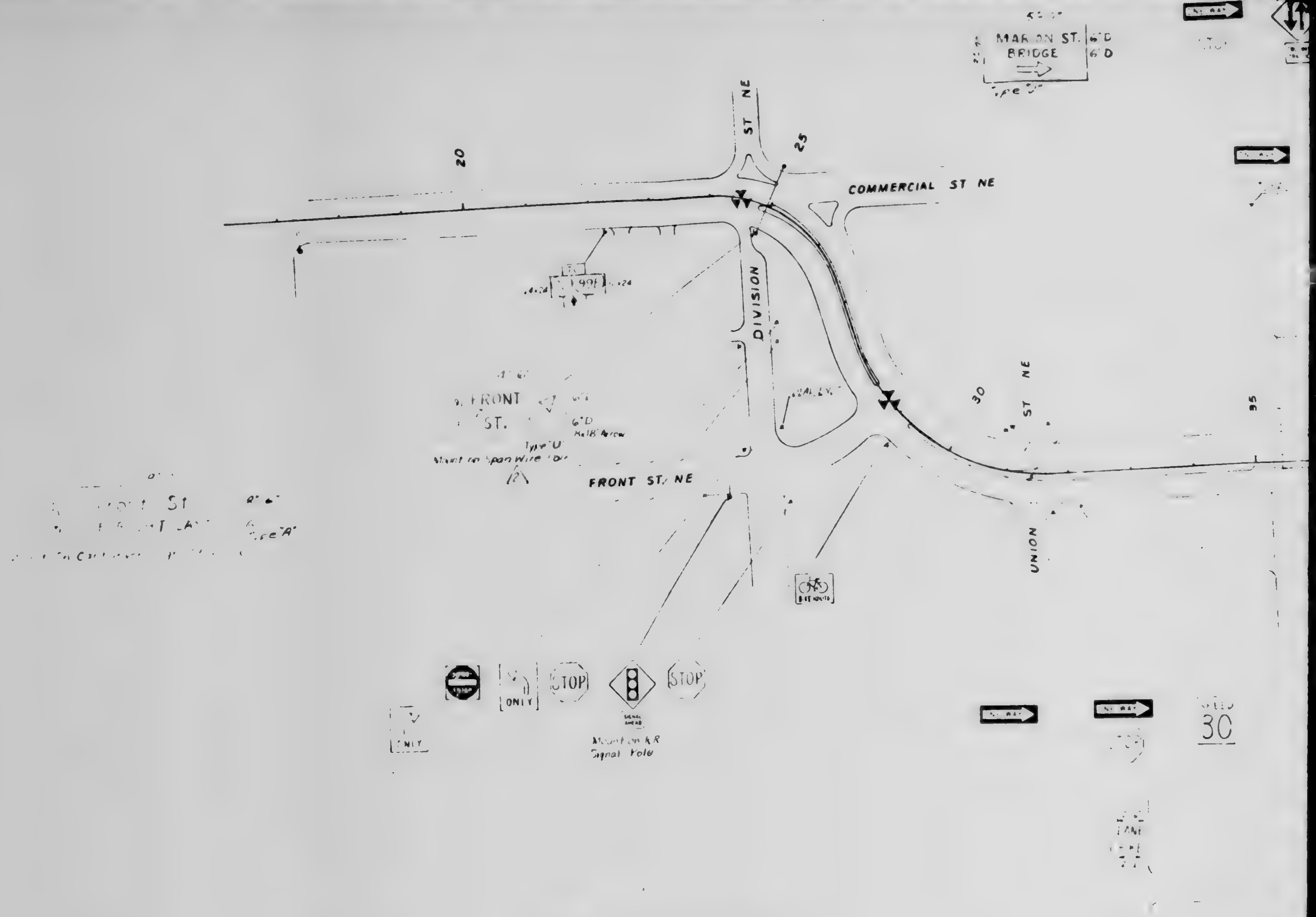
BY FINAL DESIGN

RECEIVED


DIVISION
ST NE
FRONT ST. NE
COMMERCIAL ST NE
UNION
ST NE
20
25
30
STOP
STOP
ONLY
FRONT
ST.
MARION ST.
BRIDGE
30

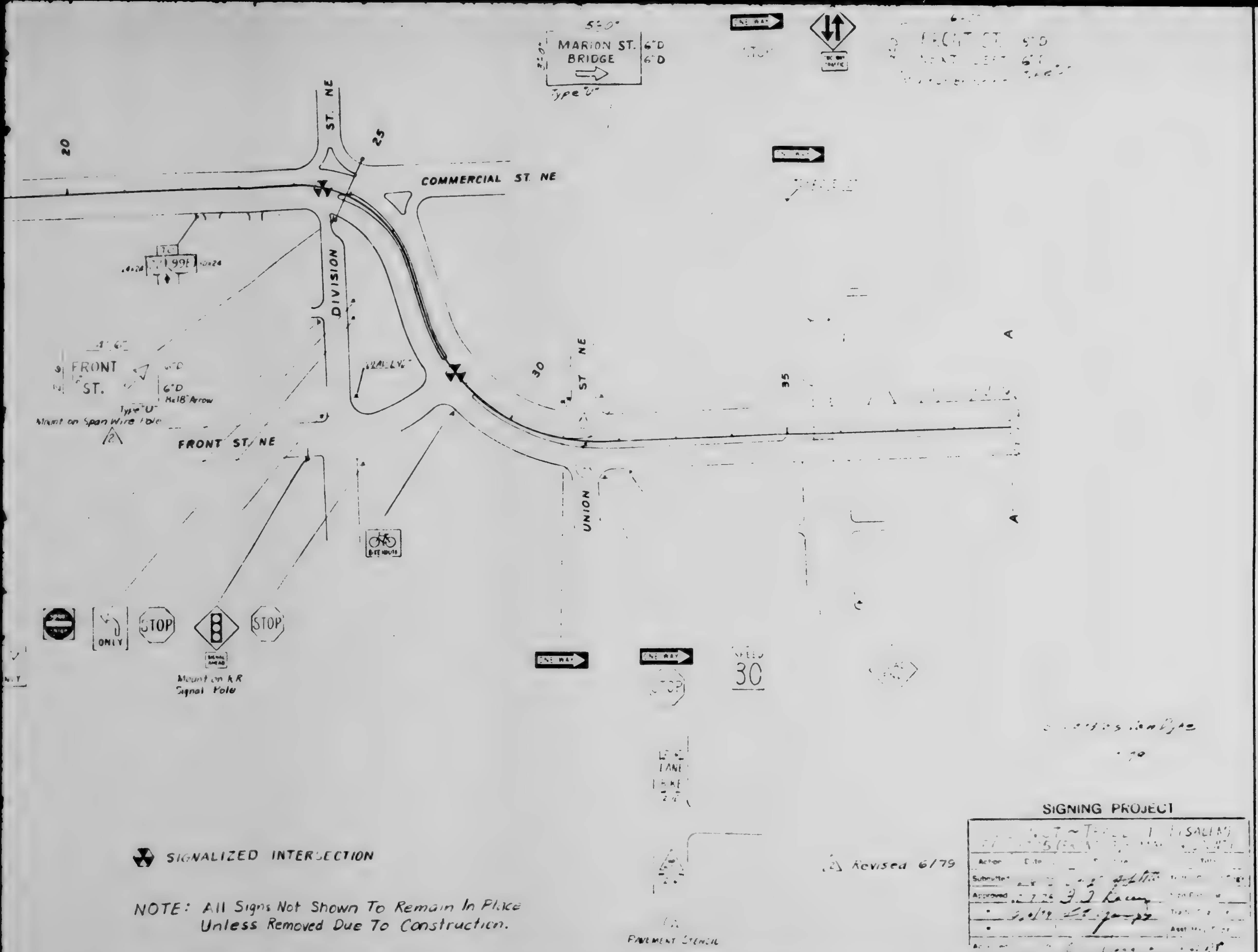

20
FRONT ST.
FRONT ST NE
STOP
ONLY
99E
DIVISION ST. NE
25
COMMERCIAL ST NE
30
UNION ST NE
MARION ST. BRIDGE
35
30
A
A
Mount on R.R. Signal Pole

Sheet 1 of 2


MARION ST. BRIDGE
6'D
6'D
20
ST NE
25
COMMERCIAL ST NE
DIVISION
FRONT ST.
6'D
Type "U"
Mount on Span Wire
FRONT ST. NE
ALLEY
30
ST NE
35
UNION
ONLY
STOP
STOP
Mount on R.R Signal Pole
ONLY
30
Pavement Stencil

SIGNALIZED INTERSECTION

NOTE: All Signs Not Shown To Remain In Place
Unless Removed Due To Construction.


5'-0"
3'-0"
MARION ST. 6"D
BRIDGE 6"D
Type "U"
ONE WAY
TWO WAY TRAFFIC
20
ST. NE
25
COMMERCIAL ST. NE
DIVISION
FRONT
ST.
6"D
6"D
H=18" Arrow
Type "U"
Mount on Span Wire Pole
FRONT ST/NE
30
ST NE
35
UNION
A
A
ONLY
STOP
SIGNAL AHEAD
Mount on R.R
Signal Pole
STOP
BIKE ROUTE
ONE WAY
ONE WAY
SPEED
30
LEFT
LANE
Pavement Stencil

SIGNALIZED INTERSECTION

NOTE: All Signs Not Shown To Remain In Place
Unless Removed Due To Construction.

2 Revised 6/79

SIGNING PROJECT

[illegible]		SALEM
Action	Date	Title
Submitted		
Approved		

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. M-1705(1)

STATE PROJECT NO. See below

COUNTY NAME Marion

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80018

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 3 - '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 7-16-79

FEDERAL ROUTE NUMBER FAU 1705

STATE ROUTE NUMBER City Street

GENERAL LOCATION:

Division Street - Trade Street (Salem) Section

GENERAL DESCRIPTION OF WORK:

PS&E Preparation

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION Including Utility and Railroad Preparatory Work
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of June 18, 1979, you are authorized to proceed with the work shown above at a TEC of $10,000 - Federal Funds not to exceed $8,580 effective July 16, 1979.

(Total revised preliminary engineering costs $110,000 with Federal participation limited to $94,380.)

DATE 6-26-79

SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

Salem
ByPass

Hal 6-20-79

Let's go with 6". The add 2" will have to come from Ari: funds. Mockrey will need to program.

Ed

REFERRED TO

1 Versteeg ✓
Anderson
Christensen
2 Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JUN 20 1979
ROAD DESIGN
SECTION

Do Not
Return To
Bring
Action

4101

June 20, 1979

City of Salem
City Hall
Salem, OR 97301

Attention: Betty Marsh
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 6111

Gentlemen:

Attached for your records is a fully executed copy of an agreement to construct the Division Street-Trade Street Section of Front Street (FAU 1705) in Salem.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

C. W. Head
COMMISSION SERVICES

dda
Attachment

bc Dorland Swan (Agreement attached)

1980 Division St. N.E.-Trade St.
S.E. (Salem) Sec. of FAU Rt. 1705
(Front St.) (Gr., pav. & signing) #4 9101

CHA6119 6-20-79

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 8, 1979

SUBJECT: Division Street-Trade Street (Salem)
Front Street Bypass
Marion County, Oregon

TO WHOM IT MAY CONCERN:

The enclosed copy of the Final Environmental Impact Statement for Division Street-Trade Street (Front Street Bypass) in Marion County, Oregon has been adopted by the Federal Highway Administration and filed with the Council on Environmental Quality and is being submitted for your review and comment. This document is being distributed on behalf of the Federal Highway Administration in accordance with 23 CFR 771.

If it is your desire to further explore the impact of this project on the community, please address your comments to the President's Council on Environmental Quality, 722 Jackson Place N.W., Washington, D.C. 20006 no later than July 9, 1979. This office would appreciate a copy of your comments.

Very truly yours,

Gary A. Potter

Gary A. Potter, Manager
Environmental Section
412 Transportation Bldg.
Salem, OR 97310

GAP:brl

Attachment

RECEIVED
TECHNICAL SERVICES

JUN [illegible]'79

REFER TO

FOR

Info	Inves.	K/C	B/R	Sign	Act	File

Form 81-734-3122 (Rev. 7-77)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Region 10

FHWA-OR-EIS-78-06-F

Division Street-Trade Street (Salem)
Front Street Bypass
Marion County, Oregon

ADMINISTRATIVE ACTION

FINAL
ENVIRONMENTAL IMPACT STATEMENT

U.S. DEPARTMENT OF TRANSPORTATION

Federal Highway Administration
and
Oregon State Highway Division

Submitted pursuant to 42 U.S.C. 4332(2)(c) and
23 U.S.C. 128(a).

4-25-79
Date

E S Hunter
Asst. State Highway Engineer

6-4-79
Date

Richard O. Conkling
Federal Highway Administration Official

front street bypass

FINAL ENVIRONMENTAL IMPACT STATEMENT City of Salem, Oregon

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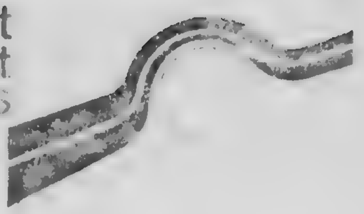

front street bypass

Summary

FINAL

ENVIRONMENTAL IMPACT STATEMENT

FRONT STREET BYPASS SYSTEM

City of Salem
Marion County, Oregon

SUMMARY

1. Federal Highway Administration

   Administrative Action Environmental Statement

   ( ) Draft

   (X) Final

   ( ) Section 4(f) statement attached

2. The following individuals may be contacted for further information concerning the subject proposal and the contents of this environmental statement:

   Mr. Glen Green
   Division Administrator
   Federal Highway Administration
   The Equitable Center, Suite 100, 530 Center St. NE
   Salem, OR 97301
   Phone: 378-3845

   Mr. Gary A. Potter, Manager
   Oregon Department of Transportation
   Environmental Section
   412 Transportation Building
   Salem, OR 97310
   Phone: 378-8486

Mr. Charles O. Fredrickson, Regional Engineer
Region 2
Oregon Department of Transportation
Highway Division
205 East Salem Highway Building
Salem, OR 97310

Mr. Richard Knowles, Transportation Coordinator
Mid Willamette Valley Council of Governments
220 High Street - Senator Building
Room 300
Salem, OR 97301
Phone: 588-6177

Mr. Ralph Lambert, Project Engineer
City of Salem
Department of Public Works
555 Liberty Street S.E.
Salem, OR 97301
Phone: 588-6211

3. PROJECT LOCATION AND PURPOSE

The project is located in the downtown area of Salem, Oregon. Front Street skirts the west edge of the downtown and is suitable for use as a bypass. Front Street extends north-south one block from and parallel to Commercial Street. The project will be to widen Front Street adjacent to the downtown, provide a southerly connection to existing Pringle Parkway, provide a northerly connection to Commercial Street, and widen Commercial and Liberty Streets north to Pine Street, and Trade and Ferry Streets (Pringle Parkway) west of Church Street. The purpose of this project is to provide a major traffic facility on the periphery of downtown Salem in order to reduce traffic volumes in the downtown core. The anticipated benefits are an increase in the level of service on North Liberty and Commercial Streets and decreased travel time through the downtown area.

4. PROJECT NEED

The need for the project is based on developed plans and on street capacity deficiencies in the downtown area. This project is based on the 1971 Central Salem Development Program, the 1975 Riverfront-Downtown Urban Renewal Plan, and the North Salem Neighborhood Development Program. All of these plans are consistent with the Salem Area Comprehensive Plan. The Front Street Bypass project is also included in the Salem Area Transportation Plan and its updated version, the Year 2000 Plan, which is the transportation element of the comprehensive plan.

In addition, the project would tie in with the existing Pringle Parkway, with the Marion and Center Street bridges, and with the proposed I-305 replacement arterial. The Front Street Bypass would be a central link in an improved transportation system in the Salem Urban Area.

The bypass is also needed to reduce capacity deficiencies and improve levels of service on Commercial Street and near the downtown core.

5. SELECTED ALTERNATIVE

The selected alternative (Alternative 2) consists of widening Front Street with connections to Ferry and Trade Streets at the south end and to Commercial Street at the north end. This alternative will increase capacity on Ferry and Trade Streets by removing parking on the north side of Ferry Street between High and Liberty Streets, removing railroad tracks on Trade Street, and restriping to three lanes in each direction. Liberty and Commercial Streets between Mill Creek and Pine Street will be widened to three lanes each by removing parking and widening the roadway from 30 to 36 feet on an existing right-of-way of 66 feet. Commercial Street between Division Street and Mill Creek will be increased to six lanes by removing parking and restriping. Existing railroad tracks in Front Street will be relocated westerly outside the roadway, and the swing track connecting with the Union Street railroad bridge will be relocated to swing north to its connection with Front Street tracks.

Alternative 2 was selected because it was the only alternative consistent with the Year 2000 Transportation Plan, and it offered the greatest safety improvement and had the lowest additional right-of-way impacts of the build alternatives.

The adverse and beneficial impacts of the selected alternative are:

a. Traffic will be diverted around the retail core as planned, maintaining D level of service or better on the bypass except at the South Liberty-Commercial/Ferry-Trade intersections, where lower service levels are projected.

b. High traffic volumes on Ferry conflict with the goal of pedestrian access to riverfront. Measures to increase access will be to install a signal at Court and Front Streets and study an overcrossing structure in conjunction with bridge improvements. The widening of Front Street will increase the pedestrian safety hazard.

c. Construction activities will cause local and temporary air and noise pollution and traffic infiltration in residential areas, but not to a significant degree.

d. Some adverse economic impacts may occur to businesses on Front Street that are dependent upon Front Street for warehousing, loading, and unloading.

e. Planned commercial land uses along Front Street and west of Liberty Street are expected to be enhanced through better access and traffic control. Riverfront development should be positively impacted.

f. Residential areas along Liberty and Commercial Streets will be negatively impacted by increased traffic volumes, resulting in noise and air pollution.

g. No additional displacements and right-of-way acquisition will be required along North Liberty-Commercial couplet except for two minor parcels for increased curb radii south of D Street, negotiations are still in progress for several commercial and industrial properties.

h. The project will have a generally positive impact on the tax base due to increased land values for commercial uses.

i. Businesses that are dependent upon on-street parking along Ferry Street between High and Liberty Streets will be negatively impacted by removal of on-street parking on the north side.

6. OTHER ALTERNATIVES CONSIDERED

Alternative 1 - No Build or No Action This alternative assumed that no further improvements would be made to Front, Liberty, Commercial, Trade and Ferry Streets, and that the Marion and Center Street bridge ramps and the I-305 replacement arterial would not be constructed.

Alternative 3 - Build Front Street Bypass With Connections; Two-Way Commercial Street North This alternative was similar to Alternative 2 except that Commercial Street north of Mill Creek would have been widened to six lanes two-way.

Alternative 4 - Build Front Street Bypass With South Connections to Ferry and Trade Streets But Continue on Front Street to Pine Street Front Street would have been widened to six lanes two-way and railroad tracks relocated outside the traveled roadway between Division and South Streets, with the swing track relocated north of the Union Street Bridge.

Alternative 5 This alternative is similar to Alternative 2 except that Front Street and Commercial Street would have been used as the couplet system north of Union Street. Railroad tracks would have been relocated out of the traveled roadway along Front Street between Division and South Streets and the Mill Street Bridge would have been reconstructed.

All the build alternatives (2 through 5) included Front Street as the bypass corridor. There are no feasible alternatives to the use of Front Street next to the downtown, as the objective is to divert traffic around rather than through the CBD (off of Liberty and Commercial Streets).

7. ENVIRONMENTAL IMPACTS OF OTHER ALTERNATIVES

Alternative 1 - No Build

a. Traffic volumes would have continued to increase on Liberty and Commercial Streets in the retail core to service level E or F contrary to objectives of adopted plans.

b. Front Street would have become increasingly congested with vehicles, railroads, loading and unloading operations, bicycles and pedestrians.

c. Industrial and warehousing uses would have experienced increased inconvenience as a result of increased congestion.

d. Without traffic controls, access between retail core and riverfront would have become increasingly difficult.

e. Traffic using Front Street as an alternative to Liberty and Commercial Streets would have probably tended to stay on Front Street north. This would have tended to increase conflicts between passenger vehicles, truck and rail traffic over time.

f. Riverfront and greenway development plans would have been affected negatively because of poor access and congestion.

g. No right-of-way displacements would have occurred. Plans to remove railroad tracks from Trade Street would have had to be dropped, resulting in continued railroad-vehicle conflicts and increased congestion.

Alternative 3 - Build Front Street Bypass With Connections; Two-Way Commercial Street

a. The project was inconsistent with the Transportation Plan north of Union Street.

b. Riverfront development and commercial uses planned west of Liberty Street would have been positively impacted.

c. Traffic levels of service would have been improved, providing service level D or better except at Commercial, Ferry and Trade intersections, where lower service levels were projected.

d. Construction activities would have caused local and temporary air and noise pollution, traffic congestion and infiltrations in residential areas but not to a significant degree.

e. Mitigating measures would have been necessary to overcome high traffic volumes on Front Street with regard to pedestrian access to the riverfront.

f. Poor pedestrian, bicycle and vehicle access across two-way, six-lane facility would have resulted in an increased safety hazard.

g. There would have been adverse impacts upon businesses that are currently dependent upon Front Street for loading and unloading.

h. Planned commercial uses along Front Street and Commercial Street would have been enhanced through improved access, exposure and traffic control.

i. East side acquisition would have resulted in 37 single-family residential units, 6 commercial and 5 industrial uses being displaced, 9.65 acres additional right-of-way being acquired at a cost of $880,140, and an annual tax loss of $26,061.

j. West side acquisition would have resulted in 19 single-family dwelling units, 14 commercial and 3 industrial uses being displaced, [illegible] additional right-of-way being acquired at a cost of $1,85[illegible],93[illegible] and an annual tax loss of $55,432.

k. East side acquisition would have resulted in the least safety hazard problems associated with direct driveway access to the street. Likewise, but to a lesser degree, west side acquisition would have reduced these safety hazards.

l. Businesses dependent upon on-street parking along Ferry Street between High and Liberty Streets would have been negatively affected by proposed removal of on-street parking.

Alternative 4 - Build Front Street Bypass; Continue On Front Street to Pine Street

a. The project was inconsistent with the Transportation Plan north of Union Street.

b. Riverfront development and commercial uses planned for areas along Front Street would have been enhanced.

c. Traffic level of service would have been improved, providing service level D or better except at Commercial, Ferry, and Trade intersections, where lower service levels were projected.

d. Construction activities would have caused local and temporary air and noise pollution. Disruption of truck and rail traffic might have been severe at times north of Division Street.

e. Railroad tracks and spurs would have been relocated resulting in high costs and disrupted service.

f. Mitigating measures such as a pedestrian overpass and signals at Court Street would have been necessary to overcome high traffic volumes on Front Street with regard to pedestrian and bicycle access to the riverfront.

g. Pedestrian, bicycle and vehicle access across at two-way six lane facility would have resulted in an increased safety hazard.

h. Residential areas east of Commercial Street would have benefited from the project.

i. Building a new structure and a new railroad trestle over Mill Creek would have resulted in siltation of the Creek with possible damage to wildlife.

j. East side acquisition would have resulted in three single-family residential units, five commercial and nine industrial establishments being displaced, 10.12 acres additional right-of-way being acquired at a cost of $2,146,887, and an annual tax loss of $62,749.

k. West side acquisition would have resulted in eight single-family residential units, three commercial and six industrial uses being displaced, 6.69 acres additional right-of-way being acquired at a cost of $2,648,143, and an annual tax loss of $77,620.

m. Businesses dependent upon on-street parking along Ferry Street between High and Liberty Streets would be effected by proposed removal of on-street parking on the north side.

Alternative 5 - Build Front Street Bypass With Connections; Front/Commercial Couplet

a. The project was inconsistent with the Transportation Plan north of Union Street.

b. Riverfront development and commercial uses planned for areas along Front Street and Commercial Street would have been enhanced.

c. Traffic level-of-service would have been improved, providing service level D or better except at Commercial, Ferry, Trade intersection, where lower service levels were projected.

d. Railroad tracks and spurs would have been relocated, resulting in high costs and disrupted services.

e. Pedestrian access to the proposed riverfront development would have been limited.

f. Residential areas east of Commercial Street would have been affected positively, but along Commercial Street residential uses would have been impacted negatively because of increased traffic, noise and air pollution.

g. Mitigating measures would have been necessary to overcome negative impacts of rebuilding the Front Street bridge and building a railroad trestle over Mill Creek. Anadromous salmonid runs could have been negatively impacted by erosion and siltation of Mill Creek without such measures.

h. Construction activities would have caused local and temporary air and noise pollution, traffic congestion and infiltration in residential areas but such impacts would not have been severe except on the Front Street section, where there would have been considerable periodic disruption to truck and rail access.

i. East side acquisition along Front Street between Market and "D" Streets would have resulted in two industrial uses being displaced, 2.11 acres additional right-of-way being acquired at a cost of $162,518, and an annual tax loss of $4,767.

j. West side acquisition along Front Street between Market and "D" Streets would have resulted in two industrial uses being displaced, 2.75 acres additional right-of-way being acquired at a cost of $2,031,318, and an annual tax loss of $59,536.

k. Impacts would have occurred to businesses on Front Street that were dependent upon Front Street for warehousing, loading and unloading unless mitigation measures were taken.

l. Adverse economic impacts would have occurred to businesses along Ferry Street between High and Liberty Streets that were dependent upon on-street parking for pick-up and delivery because of proposed removal of parking on the north side

8. Agencies, organizations, and individuals receiving copies of the draft statement:

Federal Agencies:

Environmental Protection Agency*
Federal Aviation Administration
Federal Energy Administration
National Marine Fisheries Service
U.S. Army Corps of Engineers*
U.S. Coast Guard*
U.S. Department of Agriculture
U.S. Department of Commerce
U.S. Department of Energy*
U.S. Department of Housing and Urban Development
U.S. Department of the Interior*

State and Local Agencies:

Executive Department, Intergovernmental Relations Division
Department of Economic Development*
Department of Environmental Quality*
Department of Fish and Wildlife*
Department of Land Conservation and Development
Division of State Lands*
Oregon State Library
State of Oregon, Federal Aid Coordination Unit
Traffic Commission
Governor's Committee for a Livable Oregon
Oregon Roadside Council
Housing Division
Public Utilities Commission
Oregon State Capitol Planning Commission
Oregon State Historic Preservation Office*
Oregon State Water Resources Department*
Oregon State Department of Forestry
Oregon State Department of Transportation, Highway Division, Parks and Recreation Branch, Willamette Greenway Program

Marion County:

Board of Commissioners
Planning Department
Department of Public Works

Polk County:

Board of Commissioners
Planning Department
Department of Public Works

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*These agencies, organizations, and individuals commented on the Draft Statement.

City of Salem:

City Council
City Manager's Office
Department of Community Development

Department of Public Works
Library
Downtown Development Board
Downtown Parking Board

Other Agencies:

Chemeketa Community College
School District 24J
Principal, Highland School
Regional Parks and Recreation Agency
Salem Area Transportation Study
  Coordinating Committee*
  Technical Advisory Committee
  Citizens Advisory Committee
  Bicycle Advisory Committee*
Citizens Advisory Traffic Commission*
Salem Planning Commission*

Interested Private Groups and Individuals:

Front Street Bypass Project Advisory Committee
CAN-DO Neighborhood Organization
Grant Neighborhood Planning Organization
Highland Neighborhood Planning Organization
Salem Chamber of Commerce
Community Press publications
Statesman-Journal newspapers
Mr. Stuart McAlister
Eoff Electric Company*
George P. Laborde*
Myrna Simmons*
Portland General Electric*

The Draft Environmental Impact Statement was made available to the Council on Environmental Quality and the public on April 7, 1978.

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*These agencies, organizations, and individuals commented on the Draft Statement.

front
street
bypass

Introduction

Chapter 1

Chapter 1

INTRODUCTION

1-1 PROJECT DESCRIPTION

The Front Street Bypass Project is essentially a widening project in the downtown Salem area with some new alignment to serve through traffic with a north-south or north-southeast orientation. The project will serve as a bypass of the Liberty-Commercial couplet where that couplet passes through the Salem Central Business District. The project will connect with Pringle Parkway on the south and provide a possible future connection to the I-305 Replacement Arterial Project on the north. The south end of the bypass is the Trade-Ferry couplet (Pringle Parkway) and Church Street. The northerly terminus is the Liberty-Commercial couplet and Pine Street. The project is 2.04 miles long.

For discussion purposes the Front Street Bypass Project has been divided into segments. Each of these segments is described below. The segments are depicted in Figure 1.

Trade-Ferry Couplet Trade-Ferry Couplet is the most southerly of the three Front Street Bypass segments. It consists of a three block section of Trade and Ferry Streets lying between Church Street and Commercial Street. Trade Street and Ferry Street currently operate as two lane, one way facilities. Both are westerly extensions of Pringle Parkway which presently terminates at Church Street.

The Front Street Bypass Project will require no additional right-of-way on Trade and Ferry Streets. Some minor street widening and other modifications will be necessary, however, particularly on Trade Street between Liberty Street and Church Street.

Trade Street will be two lanes eastbound between Commercial Street and Liberty Street, with a reversible fire lane adjacent to the fire station on the south side. This lane will allow fire trucks leaving the station to have direct access to Commercial Street (four southbound lanes) or Liberty Street (four northbound lanes). East of Liberty Street, Trade Street will be three lanes eastbound. The Southern Pacific railroad tracks which currently occupy the Trade Street right-of-way will be removed and new traffic signals installed at High Street and Church Street. A 12 foot westbound traffic lane with parallel parking on the north side will be constructed on the north side of Trade Street between High Street and Liberty Street to accommodate traffic moving from High Street (one way southbound) to Liberty Street (one way northbound).

This lane will be separated from Trade Street proper by a landscaped median. A 12 foot eastbound lane with diagonal parking on the north side will be constructed on the north side of Trade Street between High Street and Church Street to accommodate traffic moving from High Street to Church Street (one way northbound). A landscaped median will separate this lane from the three eastbound lanes of Trade Street proper.

Ferry Street will be two lanes westbound between Church Street and High Street, three lanes westbound between High Street and Liberty Street, and four lanes westbound (south lane left-turn only) between Liberty Street and Commercial Street. As on Trade Street, each traffic lane will be 12 feet wide. Parallel parking will be retained on both sides of Ferry Street between Church Street and High Street until such time as traffic volumes justify its removal. South-side parallel parking will be retained between High Street and Liberty Street. A partial approach closure will be constructed on the north side of the Liberty Street/Ferry Street intersection to divert northbound traffic on Liberty Street onto the Front Street Bypass.

Photographs and typical cross sections are shown in Figure 2.

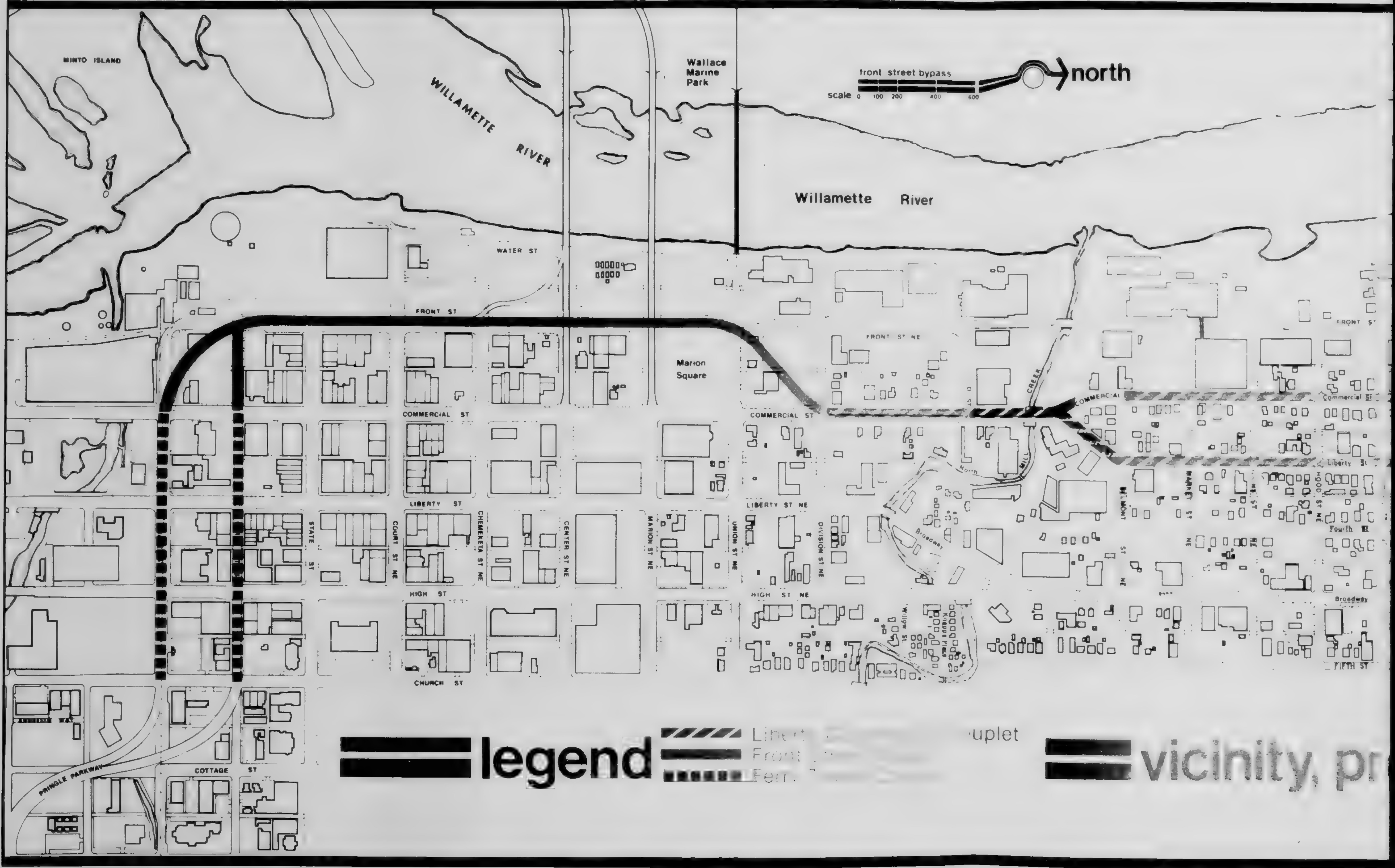
Front Street The Front Street segment consists of that portion of the project lying west of Commercial Street between Trade Street and Division Street - about eight city blocks.

The first phase of this project has already been constructed, consisting of a bridge ramp connecting the Center Street Bridge (two eastbound traffic lanes) to Front Street southbound. A design option currently being considered is construction of a bridge ramp from Front Street southbound to Marion Street Bridge. Since this option does not as yet constitute a plan, it would not be feasible to assess the impacts at this time.

South of the Marion Street and Center Street bridges, a diagonal with separated northbound and southbound traffic lanes will be constructed connecting Trade Street and Ferry Street to Front Street proper. The south or Trade Street arm of this diagonal will cross the block bounded by Trade, Ferry, Commercial, and Front Streets, following the path of the existing Southern Pacific railroad tracks, which will be removed. North of the bridges, a diagonal will be constructed on a new alignment from Front Street back to Commercial Street, crossing the block bounded by Front, Commercial, Division, and Union Streets, and tying into the north Liberty-Commercial couplet.

Existing Front Street will be partially realigned to accommodate six through traffic lanes (three northbound, three southbound) between Commercial Street and Court Street, five traffic lanes (three northbound, two southbound) between Court Street and Center Street, and four traffic lanes (two northbound, two southbound) between Center Street and Division Street, plus left-turn refuges at State Street, Court Street, and Front Street North. A landscaped median with openings at State Street, Court Street, and Front Street North will be constructed between Ferry Street and Division Street. Much of the right-of-way adjoining the roadway will be landscaped as well.

Access to Front Street from Marion Street and Center Street will be closed. Chokers will be constructed at the intersections with Chemeketa Street, State Street, and Court Street (east side only) to reduce traffic movement onto and from these streets and enhance pedestrian safety.

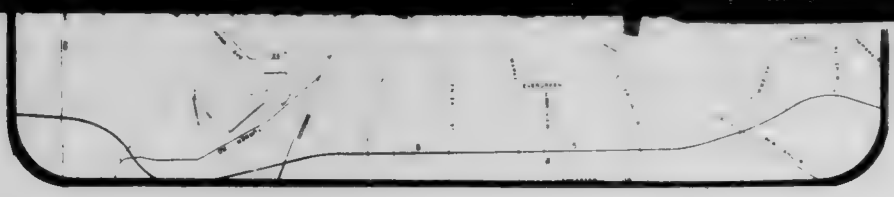


MINTO ISLAND
WILLAMETTE RIVER
Wallace Marine Park
Willamette River
front street bypass
scale 0 100 200 400 600
north
WATER ST
FRONT ST
FRONT ST NE
Marion Square
COMMERCIAL ST
LIBERTY ST
LIBERTY ST NE
HIGH ST
HIGH ST NE
CHURCH ST
STATE ST
COURT ST NE
CHEMEKETA ST NE
CENTER ST NE
MARION ST NE
UNION ST NE
DIVISION ST NE
Broadway
Willow St
Knapps Place
MILL CREEK
North
BELMONT
MARKET ST NE
HOOD ST NE
Fourth
FIFTH ST
Commercial St
Liberty St
COTTAGE ST
PRINGLE PARKWAY

legend

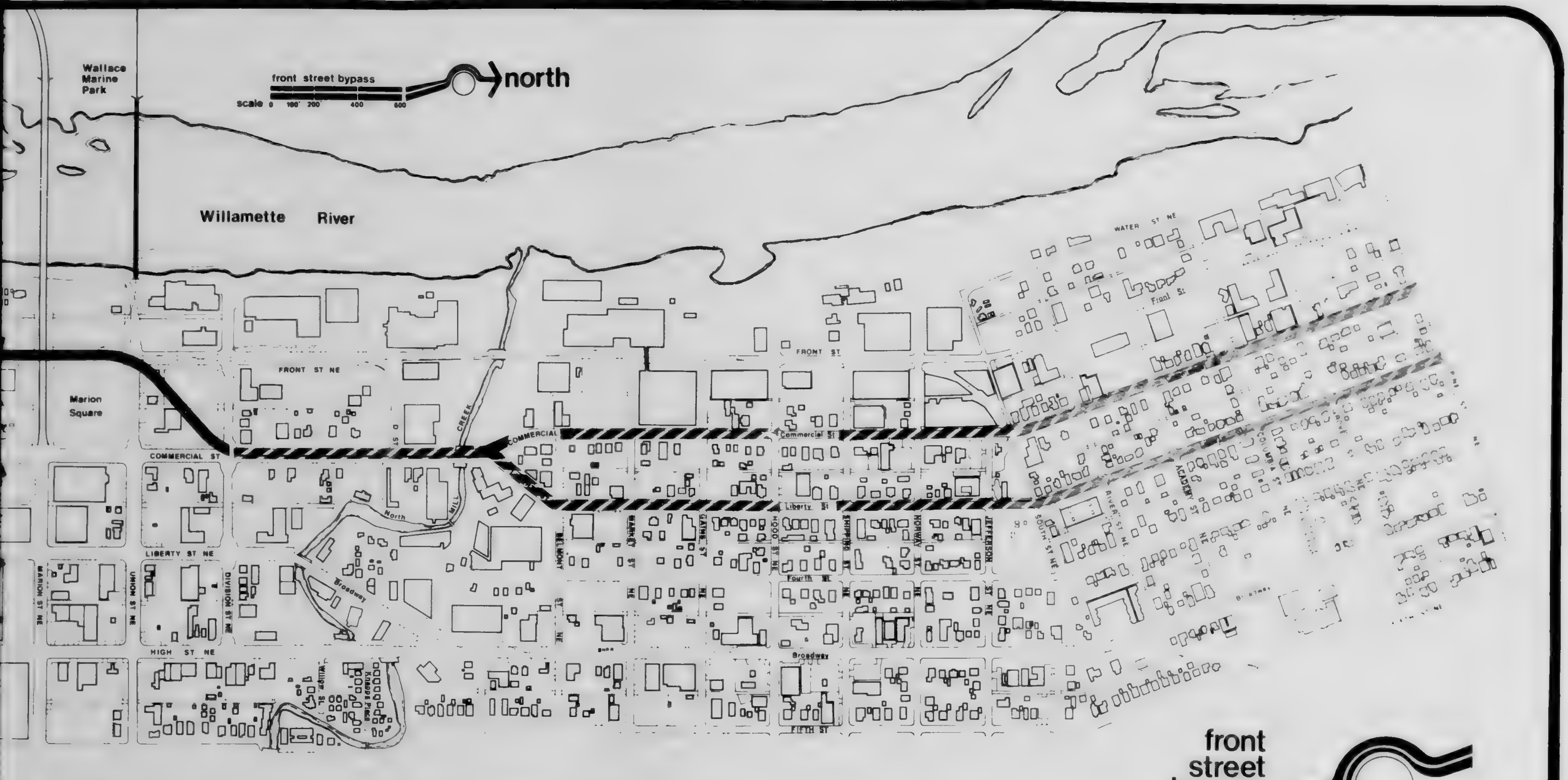
Libert uplet
Front
Ferr

vicinity, pr



AREA

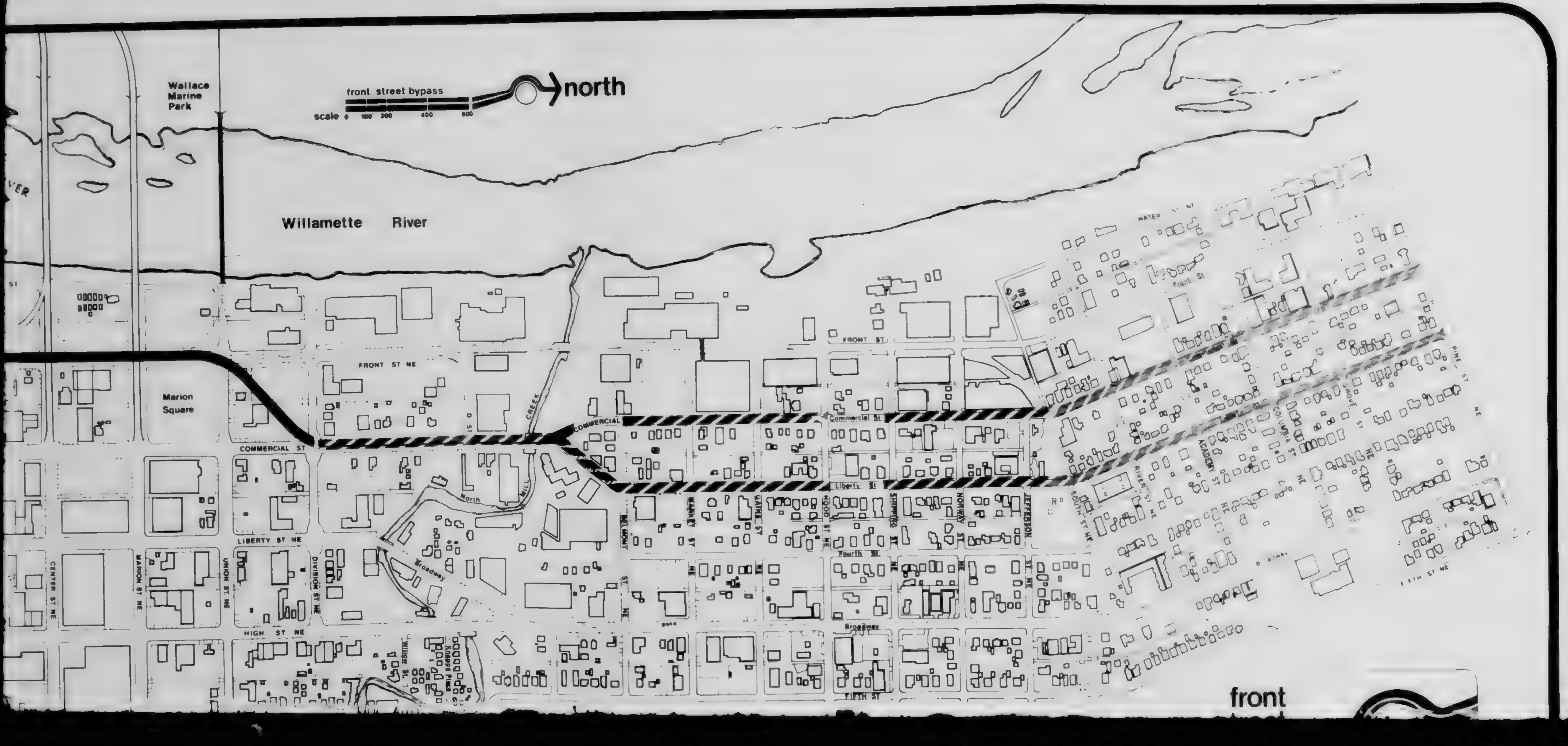
Front Street Bypass System
Salem & Vicinity


Wallace Marine Park
front street bypass
scale 0 100 200 400 600
north
Willamette River
Marion Square
WATER ST NE
FRONT ST NE
FRONT ST
Front St
D ST
MILL CREEK
North
COMMERCIAL ST
COMMERCIAL
Commercial St
Liberty St
LIBERTY ST NE
MARION ST NE
UNION ST NE
DIVISION ST NE
HIGH ST NE
Broadway
Willow St
BELMONT
MARKET ST
GAINES ST
HOOD ST NE
SHIPPING ST
NORWAY ST
JEFFERSON ST NE
SOUTH ST NE
RIVER ST NE
ACADEMY
Fourth NE
FIFTH ST
d
Liberty Commercial Couplet
Front Street Bypass
Ferry Trade Couplet
front street bypass

vicinity, project, elements

FIGURE 1

STUDY AREA


front street bypass
scale 0 100' 200 400 600
north
Wallace Marine Park
Willamette River
Marion Square
FRONT ST NE
FRONT ST
COMMERCIAL ST
Commercial St
Liberty St
LIBERTY ST NE
CENTER ST NE
MARION ST NE
UNION ST NE
DIVISION ST NE
HIGH ST NE
Broadway
North Mill Creek
BELMONT
MARKET ST
GAINES ST
HOOD ST NE
SHIPPING ST
NORWAY ST
JEFFERSON
Fourth St
FIFTH ST
SOUTH ST NE
RIVER ST NE
ACADEMY ST
COLUMBIA ST
GROVE ST
PINE ST
WATER ST NE
front

The existing Front Street roadway is occupied by Southern Pacific and Burlington Northern railroad tracks. These tracks will be removed between Trade Street and Division Street and a single set of tracks laid west of the new Front Street alignment. Burlington Northern will own these tracks. Drop gates will be installed where the tracks cross Court Street and Front Street North.

Most of the right-of-way on the Front Street segment has been acquired and most of the necessary clearing has taken place. The cleared right-of-way west of Front Street is currently used for parking by downtown shoppers and workers. This parking will be reduced when project construction begins.

New traffic signals will be installed at the intersections of Commercial Street and Division Street, Front Street Bypass and Front Street North, and Front Street Bypass and Court Street.

Right-of-way on the Front Street segment between Ferry Street and Union Street varies from 106 to 270 feet. The right-of-way for a normal section is 165 feet. A typical cross section for the portion south of Court Street would be six 12-foot traffic lanes, a 6-foot shoulder (west side), a 10-foot shoulder (east side), a 22-foot landscaped median, sidewalks, and Burlington Northern railroad tracks displaced slightly west of the roadway. North of Center Street, a typical cross section would be four 12-foot traffic lanes, two 10-foot shoulders, a 22-foot median, sidewalks, and Burlington Northern railroad tracks.

In the south diagonal connection to Ferry Street, a typical cross-section would be three 12-foot traffic lanes, a variable-width shoulder, sidewalks, a median separating Ferry Street from the Trade Street lanes, on a 66-foot normal right-of-way. A typical cross-section of the Trade Street diagonal would be three 12-foot traffic lanes, shoulders, a sidewalk on the north side, on a 70-foot right-of-way along the approximate alignment of the existing Southern Pacific railroad tracks north of the Boise Cascade warehouse.

The northerly diagonal will consist of four 12-foot traffic lanes, two 10-foot shoulders, an 8-foot normal median, and sidewalks on a 106-foot normal right-of-way. Islands will be constructed at the intersection of Front Street Bypass and Commercial Street North for traffic control and pedestrian convenience.

Photographs and typical cross sections are shown in Figures 2, 3, 4, and 5.

North Liberty-Commercial Couplet The northernmost segment of the Front Street Bypass System is 1.1 miles long and consists of Commercial Street north of Division Street (two-way section) and the North Liberty-Commercial couplet north to Pine Street.

Commercial Street between Division Street and Mill Creek will be widened from the existing four traffic lanes (two northbound, two southbound) to six traffic lanes (three northbound, three southbound) on the existing 99-foot right-of-way. The Mill Creek bridge will be reconstructed to handle increased traffic loadings. A typical cross section on the Division Street to Mill Creek segment would be six 12-foot traffic lanes, a 3-foot median, sidewalks, and a fourth lane southbound between D Street and Division Street for right turns onto the Front Street Bypass.

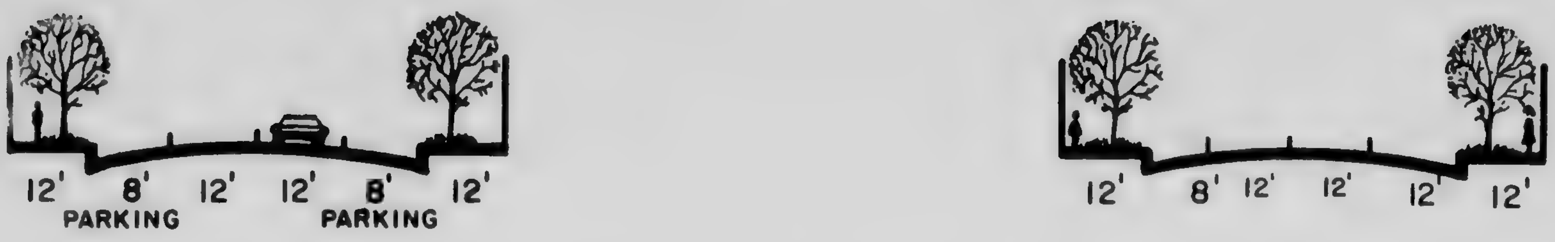
a

b

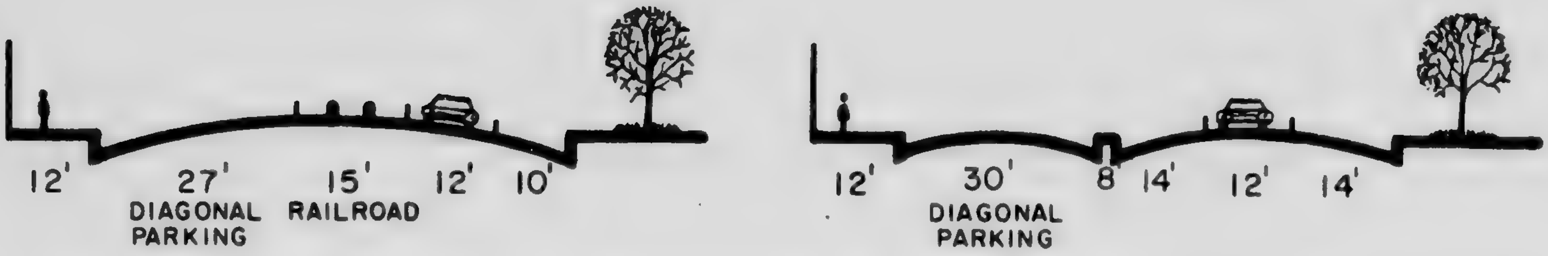
c

TYPICAL CROSS SECTIONS

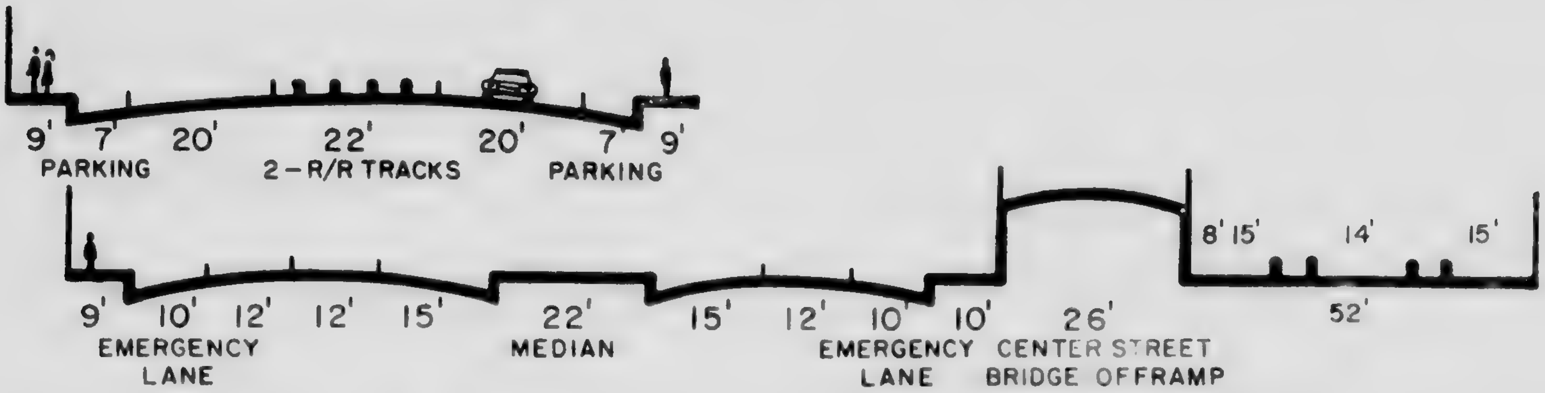
EXISTING **NEW**


12'
8'
PARKING
12'
12'
8'
PARKING
12'
12'
8'
12'
12'
12'
12'

FERRY STREET BETWEEN HIGH & LIBERTY STREETS LOOKING WEST


12'
27'
DIAGONAL PARKING
15'
RAILROAD
12'
10'
12'
30'
DIAGONAL PARKING
8
14'
12'
14'

TRADE STREET BETWEEN CHURCH & HIGH STREETS LOOKING EAST


9'
7'
PARKING
20'
22'
2-R/R TRACKS
20'
7'
PARKING
9'
9'
10'
EMERGENCY LANE
12'
12'
15'
22'
MEDIAN
15'
12'
10'
EMERGENCY LANE
10'
26'
CENTER STREET BRIDGE OFFRAMP
8'
15'
14'
15'
52'

FRONT STREET BETWEEN CHEMEKETA & COURT LOOKING SOUTH

front
street
bypass

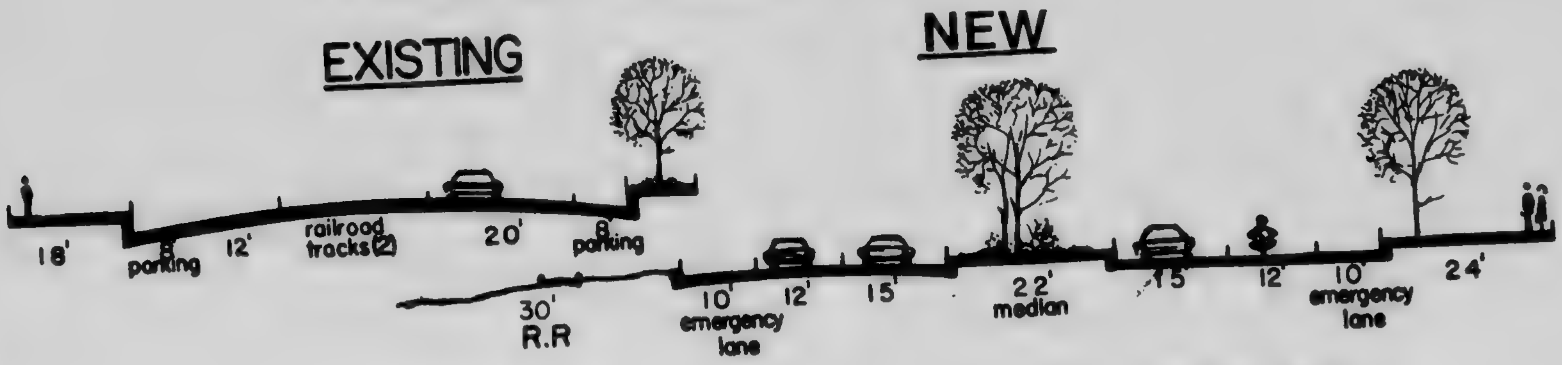
FIGURE 2

a

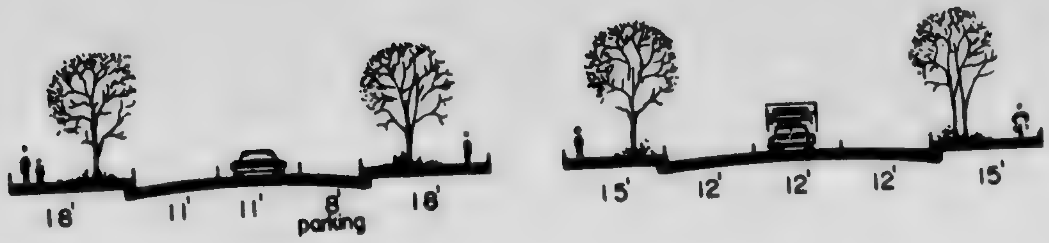
b

c

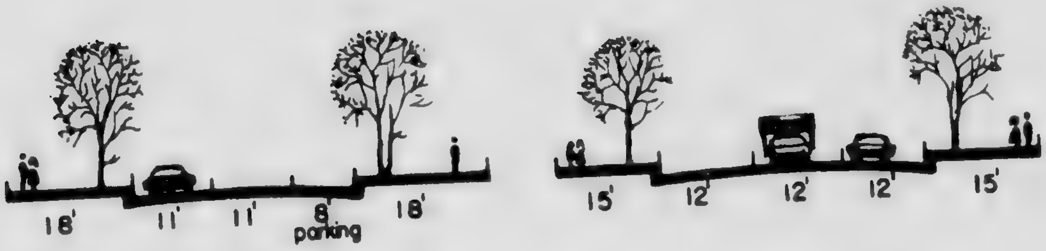
TYPICAL CROSS SECTIONS


EXISTING
NEW
18'
8' parking
12'
railroad tracks(2)
20'
8' parking
30' R.R
10' emergency lane
12'
15'
22' median
15'
12'
10' emergency lane
24'

FRONT STREET BETWEEN MARION AND UNION STREETS LOOKING NORTH


18'
11'
11'
8' parking
18'
15'
12'
12'
12'
15'

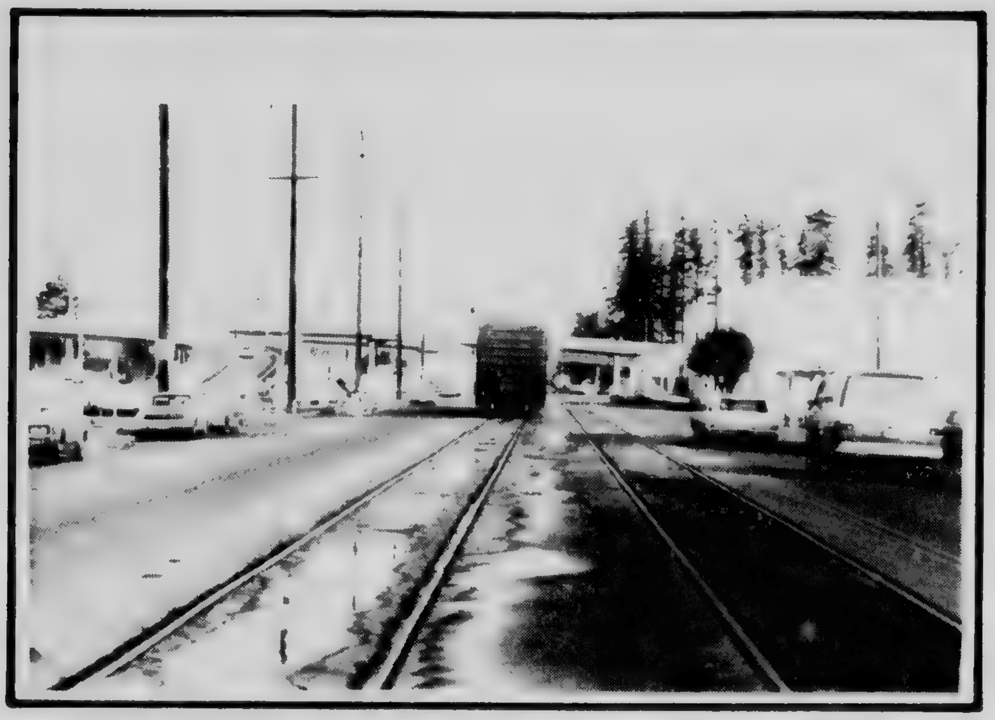
LIBERTY STREET BETWEEN HOOD AND SHIPPING STREETS LOOKING NORTH


18'
11'
11'
8' parking
18'
15'
12'
12'
12'
15'

COMMERCIAL STREET BETWEEN SHIPPING AND HOOD STREETS LOOKING SOUTH

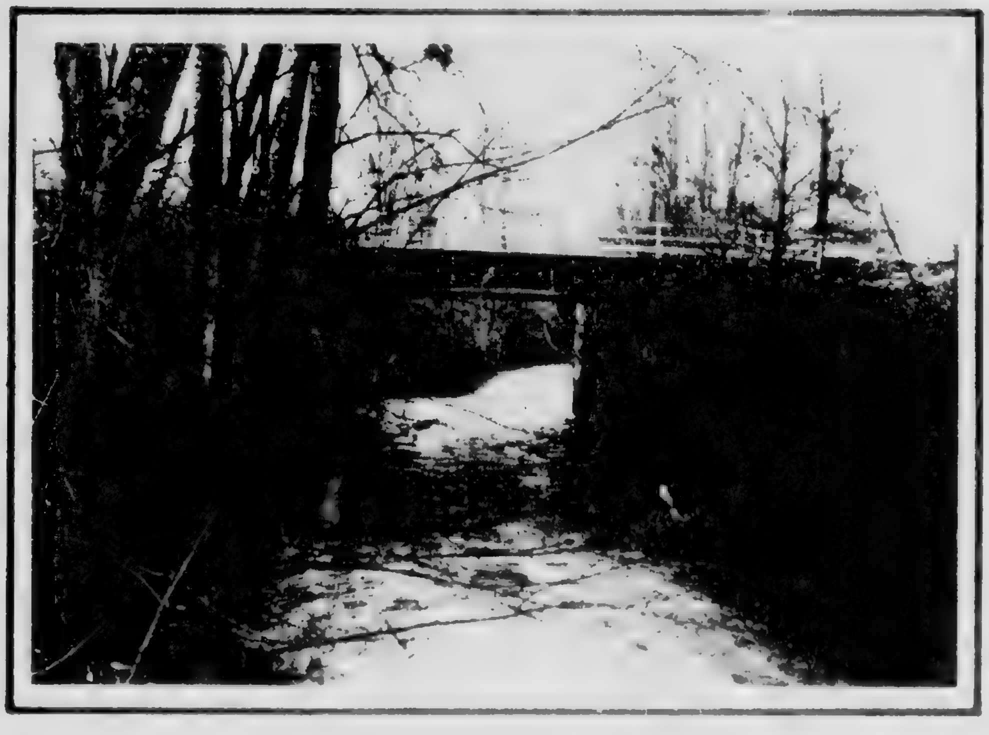
front street bypass

FIGURE 3



a

Front Street Looking North, Showing Center Street Bridge Ramp, Center and Marion Street Bridges

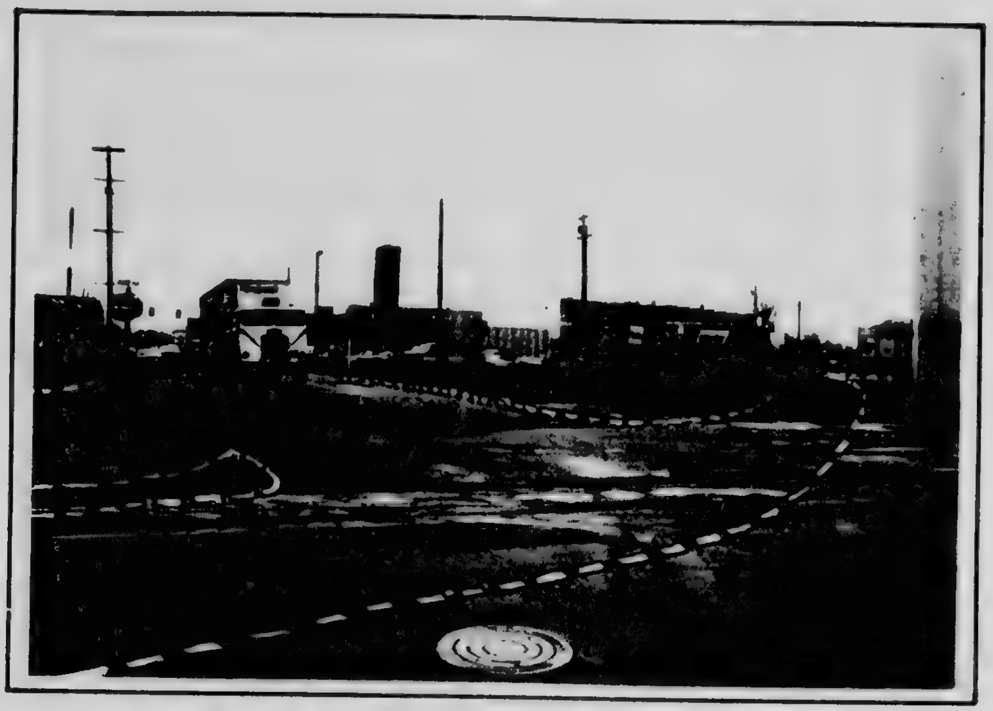


b

Mill Creek and Commercial Street Bridge

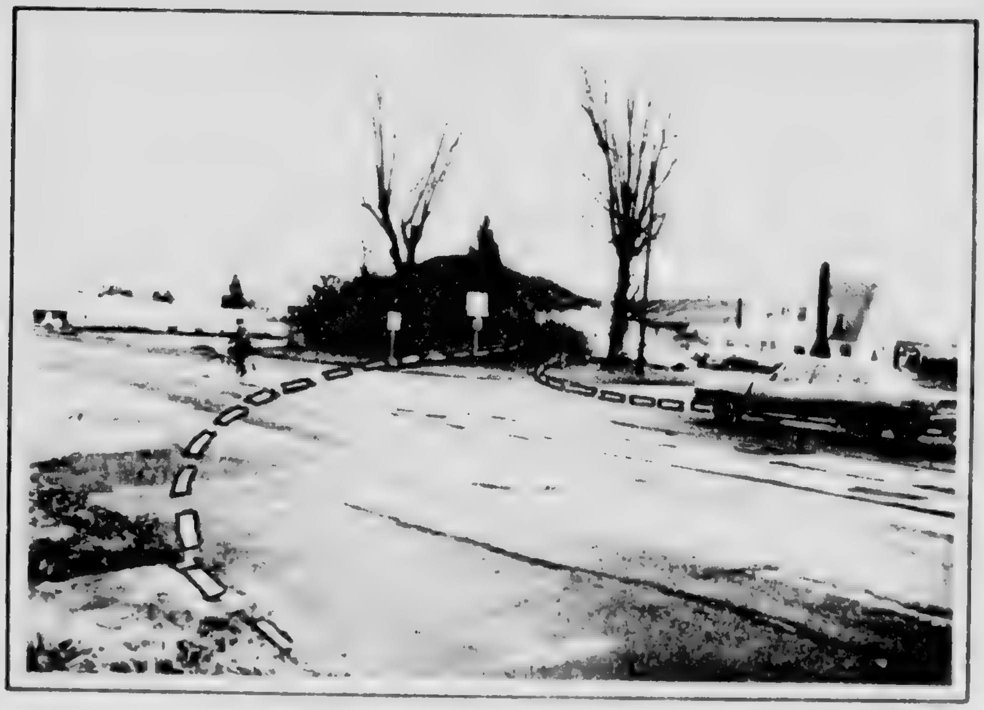
front street bypass

FIGURE 4



a

South Diagonal — Trade Street
Extension Looking Southeast
Front and Ferry Streets



b

North Diagonal Looking Northeast
Front and Union Streets

front
street
bypass

FIGURE 5

Liberty Street and Commercial Street north of Mill Creek are presently two-lane, one-way streets (Liberty northbound, Commercial southbound). Both streets will be enlarged to three one-way traffic lanes. This will require widening the roadway from the existing 30 feet to 36 feet (three feet each side). All street widening will be accomplished within the existing 66-foot right-of-way. Two small parcels (total area less than 0.01 acre) will be acquired at the intersections of Liberty/Pine and Commercial/South for increased curb radii. The third lane on each street will be reserved for bicyclists and emergency parking until such time as traffic volumes warrant conversion to a through traffic lane. Existing on-street parking on Liberty Street and Commercial Street will be removed.

Intersections on both streets will be reconstructed to remove the crowns from crossing streets and give a smoother vehicle ride on Liberty Street and Commercial Street. A new traffic signal will be installed at the intersection of Commercial and Pine. Rialroad drop gates will be installed at the track crossings near South Street as a separately funded state project.

A typical cross-section on both streets would consist of three 12-foot traffic lanes (one lane reserved for bicycles and emergency parking), and landscaped strips (tree lawn) and sidewalks adjoining the roadway on both sides.

Photographs and typical cross-sections are shown in Figures 3 and 4.

1-2 PROJECT HISTORY AND PURPOSE

The Front Street Bypass Project is an evolutionary product of several plans that have been developed during the past ten years. The development of these plans and various implementation programs developed over the years will be briefly described here. It is important to note that project funding was to have relied upon local funding sources and state bond monies. However, when sale of state transportation bonds did not materialize and the availability of interstate transfer funds became a possibility, the decision was made by the Salem City Council and Marion County Board of Commissioners in December 1976 to fund the Front Street Bypass with interstate transfer dollars. The Interstate 305 Transfer Program has been approved by the Secretary of Transportation and local matching funds were approved by voters in November 1977.

Central Salem Development Program

The Central Salem Development Program (CSDP) Report was prepared in 1970-71 by the firm of Rockrise, Odermatt, Mountjoy and Amis (and others) for the City of Salem to guide development of the downtown. The report was steered by a 90-member citizens advisory commmittee and a 27-member technical advisory committee representing property owners, residents, businessmen, lay citizens, state and local officials, and staff. The report was predicated in large part upon the availability of urban renewal funds to implement the program. It was, in fact, prepared as a General Neighborhood Renewal Plan (GNRP) to meet the requirements of the U.S. Department of Housing and Urban Development (HUD).

Subsequent to publication of the CSDP, categorical urban renewal grants were replaced in 1975 by community development block grants, and consequently much of the urban renewal funding was lost. The CSDP was adopted by the Salem City Council on December 28, 1971. It has been amended by the Riverfront-Downtown Urban Renewal Plan adopted by the City Council in May 1975 and amended on October 11, 1976, and July 6, 1977. The Pringle Creek Urban Renewal Plan, adopted in February 1972 and amended in September 1973, was based upon the CSDP and has essentially been implemented, including the Pringle Creek segment east to Church Street.

The Front Street Bypass Project is based upon the CSDP and the riverfront downtown urban renewal plans. However, for purposes of this environmental impact statement, the scope of this project extends beyond the downtown area covered by the CSDP to include Liberty and Commercial Streets north to Pine Street. This area is covered by the North Salem Development Program which is an Urban Renewal Plan for the Grant and Highland neighborhoods in North Salem. The North Salem NDP was adopted on August 14, 1972, and amended in 1973, 1975, and 1977.

The CSDP, Riverfront-Downtown Urban Renewal Plan, Pringle Creek Urban Renewal Plan, and North Salem NDP are consistent with the Salem Area Comprehensive Plan, which is the "umbrella" document for planning in the Salem area. The Salem Area Transportation Study, discussed in Chapter 4, is the transportation element of the Salem Area Comprehensive Plan. These documents will form the basis in this EIS for all discussions of transportation and land use planning.

Project Development and Funding

Following adoption of the CSDP, a number of forces were set in motion which were directed toward implementation of the CSDP, specifically the Front Street Bypass which is essential to the objective of diverting through traffic around rather than through the retail core. These efforts were initially aimed at construction of the Front Street section with connecting diagonals to Ferry and Trade Streets on the south and to Commercial Street on the north.

Preliminary Engineering Preliminary Engineering was begun in 1974 by the Oregon Department of Transportation (ODOT) through an agreement between the City of Salem and ODOT. In order to examine various design alternatives in greater detail, the ODOT Environmental Section began work on an environmental assessment of the project, which was published in January 1975. The Salem City Council conducted a public hearing on the environmental assessment in May 1975.

Up to January 1976, funding of the Front Street Bypass was to be local, or a combination of local and state funds financed through bond sales. In May 1974, the City was successful in passing a $9.5 million bond measure for transportation and storm drain improvements, $4.2 million of which was earmarked for transportation improvements to the Front Street Bypass and Pringle Creek Parkway, and $3.2 million for citywide storm drain improvements. It was anticipated the remaining funding would be through the sale of state transportation bonds. This would amount to approximately $7.8 million (1975 estimate).

Because of greatly reduced gas tax revenues as a result of the 1974-1975 oil embargo, the State of Oregon was able to service only $25 million of the anticipated $150 million in statewide bonds, and instead of an anticipated $7 million for the Salem area, only $1 million was available. This was adequate only to allow construction of a southbound ramp connecting the Center Street bridge with Front Street, the first phase of the project. Studies indicate that the $4.2 million bond monies available from the City's general obligation bond sale would barely be adequate to construct Phase II of the project described as that portion of Front Street south of the Marion-Center Street bridges to Commercial Street. The total cost of Phase II (1975) was estimated at $4.45 million.

In February 1975, following recommendations of the Riverfront Executive Committee, the Salem City Council made the decision to proceed with the Front Street Bypass project (Phase II) using city bond funds. The Riverfront Committee, composed of business and residential interests in the downtown area, was appointed by the City Council to advise the Council on the riverfront project. The committee was formed in August 1974 and consisted of five subcommittees on housing, transportation, industry, retail and the greenway.

After considerable study, the committee recommended to City Council that development of the project proceed in order to achieve the objective of diverting traffic around the retail core and enabling redevelopment of the riverfront. In June 1975, the City Council adopted a specific right-of-way plan, and notices of intent to purchase were mailed to affected property owners. Of the alignment alternatives available (easterly vs. westerly alignment) on Front Street, the westerly option was selected based upon findings contained in the environmental assessment and recommendations of the riverfront committee. These findings indicated there would be less displacement of businesses and historic structures with a westerly alignment. Subsequently, acquisition took place and structures were removed on the west side of Front Street including the Salem Iron Works, the only building of historic significance identified in Phase II on the west side of Front Street, and described as "marginal" in the environmental assessment (see Figure 31). Several properties on the east side of Front Street have been identified as being of historic significance and within a proposed Historic District (see Section 5-6).

In January 1976, an "Interim Plan" was presented by staff to the Salem City Council in order to effectuate acquisition and development of Phase III north of the Marion Street Bridge. Essentially, the proposal was to defer several bond fund projects and apply all the remaining bond funds to the Front Street Project.

These deferred projects were:

Ferry-Trade Street Improvements (Commercial to Church Streets)	$ 985,000
State-Court Couplet	300,000
North Liberty-Commercial Couplet	960,000
	2,245,000

By deferring these projects, the City could apply approximately $4.8 million toward Front Street and other improvements that would effect a rerouting of Highway 99E away from Liberty-Commercial Streets in the CBD and onto the Front Street Bypass System. This concept was endorsed by the Salem Area Transportation Study Coordinating Committee (SATS-CC) and ODOT, but could not be effectuated until improvements were made to the North Liberty-Commercial Couplet (removal of parking, restriping, signing, railroad crossing drop gates, curb radii reconstruction, etc.) and Pine Street, and construction of the Front Street Bypass was completed. With the rerouting of 99E away from Liberty and Commercial Streets in the downtown, other urban renewal activities could then proceed.

The Interim Plan required acquisition of right-of-way on the west side of Front Street for railroad relocation as well as acquisition for the northerly diagonal connection to Commercial Street, acquisition for a probable southerly diagonal to connect to Trade Street, relocation of railroad tracks, and other improvements. This would not result in ultimate improvement to Front Street, but it would allow rerouting of traffic onto the Bypass. Estimated cost was $4.71 million.

Based upon this plan, the Salem City Council authorized acquisition of right-of-way for the Front Street project. This set in motion the machinery to acquire right-of-way for the entire Front Street Bypass between Commercial Street at Ferry-Trade Streets and Commercial Street at Division Street.

Construction of the Center Street to Front Street southbound bridge ramp was begun in April 1976 and completed in Spring 1977 using state transportation bond funds. This was Phase I of the project, with final ramp alignments to be made as part of Phase II construction. Acquisition is presently 95 percent complete (See Section 5-12). Design alternatives were developed to provide for access to land uses adjacent to the north diagonal, specifically Willamette Production Credit Association and the Federal Land Bank properties north of Division Street.

Federal Highway Funding In January 1976, Salem Mayor Robert Lindsey, in his State of the City address, proposed that Salem pursue the prospect of transferring funds from the I-305 Freeway to other projects in the Salem area pursuant to the then pending 1976 Federal Highway Act.

Studies and discussions between elected officials for the City of Salem, Marion County, and Polk County ensued, and preliminary lists of possible transfer projects and costs were developed. Among the projects included in the I-305 transfer list was the Front Street Bypass System, including the North Liberty-Commercial Couplet, Division to Pine Street; Front Street Bypass, Division to Trade Streets; and the Ferry-Trade Couplet, Commercial to Church Streets. In May 1976 Congress passed the 1976 Highway Act, which qualified the Salem area for $34 million in federal interstate highway transfer funds. Work proceeded on development of a list of proposed transfer projects, and a public hearing was held in November 1976 to solicit public input on needed projects.

In December 1976, the process of withdrawing I-305 from the interstate system and substituting other projects began. The transfer was approved by the Secretary of Transportation in September 1977, and a city election held on November 8, 1977, was successful in raising the needed $5 million in local funds to match the interstate transfer funds. The Front Street Bypass System is one of the eleven city projects in the transfer.

Project Scope and EIS Determination When the prospect of introducing federal funds into the Front Street Bypass Project became evident, discussions were held with ODOT and FHWA officials on project scope and EIS requirements. It was determined that the project should be discussed in terms of its relation to the transportation system of which it is a part. Conclusions reached as a result of these discussions were that the Front Street Bypass System should include the Liberty-Commercial Street corridor north to Pine Street. The reason for selecting Pine Street as the northerly terminus was that the Front Street Bypass Project is intended to be part of the Highway 99E redesignated route onto Pine Street and the project would be designed to function as part of that system. The facility as proposed would be designed to accommodate projected traffic loadings based upon the construction of the I-305 replacement arterial. Pine Street appeared to be a logical terminus of this system because of its relationship to Highway 99E rerouting and because it would permit some flexibility in the alignment connection alternatives of the I-305 arterial to the north. In addition, the Front Street Bypass System was extended east of Commercial Street to include Ferry and Trade Streets to Church Street (Ferry-Trade Couplet) connecting with the Pringle Parkway (see Figure 1).

It was determined by ODOT that because of the expanded scope of the project and introduction of federal funds, an environmental impact statement must be prepared. For purposes of the EIS, the project scope was determined to be the Front Street Bypass from Church to Division Streets and North Liberty-Commercial Couplet to Pine Street. The Front Street to Marion Bridge on-ramps and Center Street Bridge off-ramp were not included because (1) the Front Street Bypass System will function with or without the bridge ramps, and (2) the Marion Street Bridge ramp and the third lane on the Marion Street Bridge are separate projects to be treated as a system.

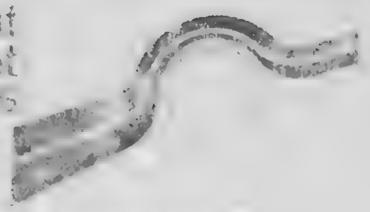
Citizen Involvement In August 1974, the Salem City Council appointed the Riverfront Committee, comprised of an Executive Board and subcommittees, to advise the City Council on the Riverfront Development Program and transportation issues in the riverfront-downtown area. The Transportation Subcommittee specifically dealt with a number of issues on the Front Street Bypass System. Among these issues was the question of corridor alternatives north of Division Street. Based upon a report prepared by the Grant and Highland Neighborhood Associations entitled West of Broadway Study, the Transportation Committee recommended to the Riverfront Executive Board that the Liberty-Commercial Couplet be the selected corridor. Other alternatives that were discussed were Front Street, Commercial Street (two-way) and Broadway. The Executive Board recommended the Liberty-Commercial alternative to the City Council, and the City Council approved that alternative.

Another issue that was dealt with was the selection of a north [illegible] alternative. The CSDP plan indicated connecting Front Street with Commercial Street between Division and D Streets. During the project development and preliminary engineering phases, it appeared that other alternatives were available. Members of the Transportation Committee were interested in looking into the feasibility of a diagonal through the block now occupied by Marion Square

Park. Another alternative was the block north of Marion Square Park. It also became evident that one of the constraining factors would be the requirements of railroad track alignments, the "swing curve" onto the railroad bridge across the Willamette River, and the proximity of the curve to a future Center Street bridge off-ramp.

The Riverfront Transportation Committee looked into three diagonal alternatives: (1) between Division and D Streets; (2) between Division and Union Streets; and (3) between Marion and Union Streets. Problems were identified with the first alternative because of the necessary curve of the railroad bridge swing line and railroad track conflict with bypass traffic, and greater length of a gentle curve which would require more right-of-way acquisition. Because of problems with disturbing Marion Square Park and unresolved questions of replacement park land if Marion Square Park were taken, the committee selected the diagonal between Division and Union Streets and so recommended to the Riverfront Executive Board. The City Council approved this diagonal alternative in February 1976 as part of an Interim Plan. The northerly diagonal was incorporated into the Riverfront-Downtown Urban Renewal Plan, amended in October 1976.

front
street
bypass



Project Selection

chapter 2

Chapter 2

PROJECT SELECTION

2-1 ALTERNATIVES CONSIDERED

Alignment alternatives for the Front Street Bypass Project were relatively limited in number. Factors imposing the most severe limitations were the project's location (in and adjacent to the Salem Central Business District), the project's size, the relatively fixed termini, and the existence of a previously acquired and largely cleared area (Front Street) which the project must utilize.

Criteria for determining alternative alignments were as follows:

(1) The project must satisfy the objective of diverting through traffic away from Liberty and Commercial Streets in the downtown;

(2) The south end must connect with existing Pringle Parkway;

(3) The project must utilize the previously acquired and generally cleared properties along Front Street between Trade Street and Division Street;

(4) The project must provide a connection to existing Center Street bridge, and it should be compatible with anticipated or proposed changes to Center Street and Marion Street bridges;

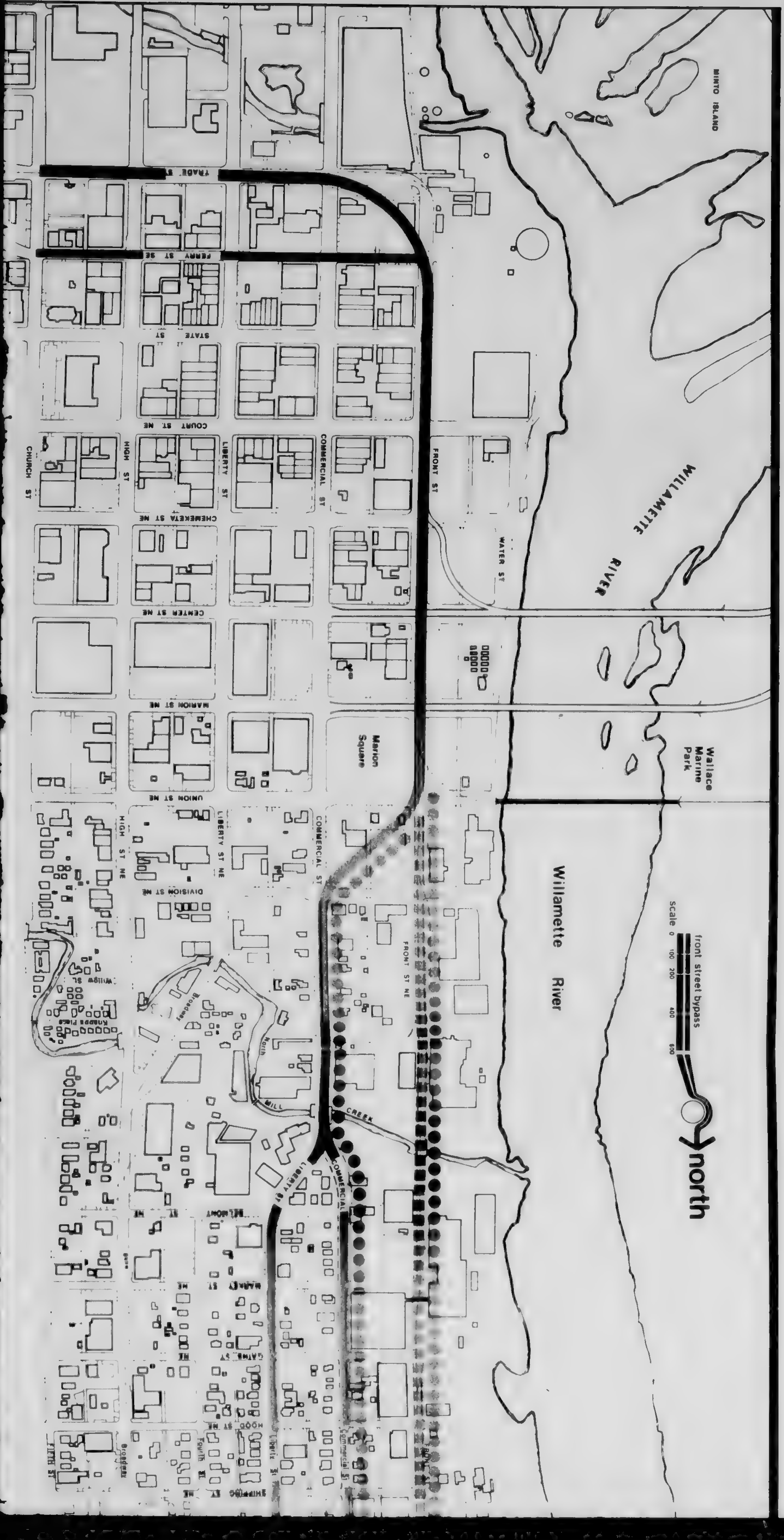
(5) The north end must provide a possible future connection to the I-305 Replacement Arterial Project proposed for the North Salem area;

(6) The project must meet the requirements for rerouting of Highway 99E;

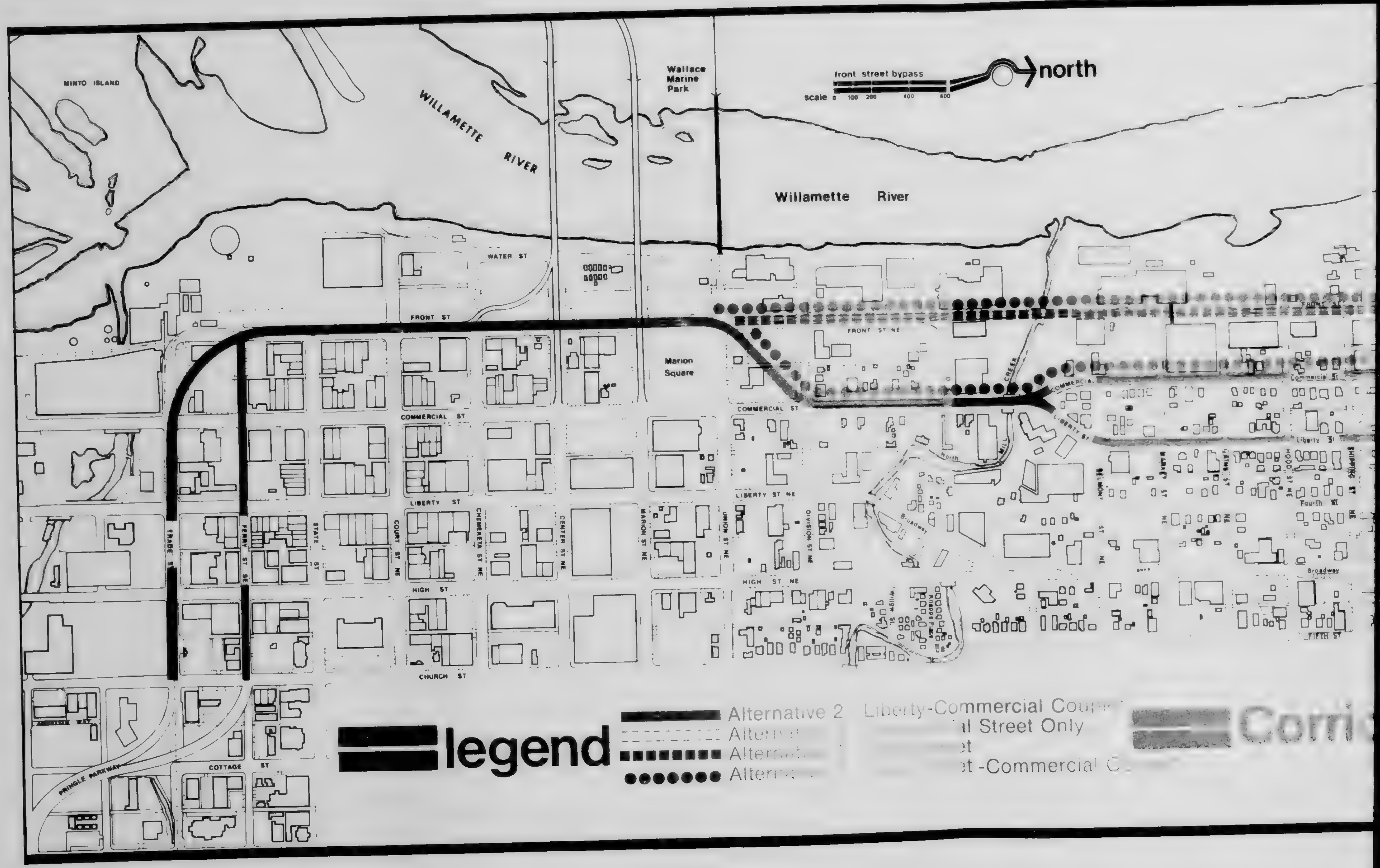
(7) The project must be reasonably compatible with local land use and transportation plans.

The stringency of these criteria resulted in the south-of-Union Street segment of the project being identical for all the build alternatives. Only north of Union Street did the criteria allow selection of alternative alignments. Even in this area, however, alignments were compelled to follow existing streets or street combinations if right-of-way acquisitions and displacements were to be held to a minimum.

Five alternative actions were considered. These actions are described below. Alignments of the four build alternatives - Alternatives 2 through 5 - are shown in Figure 6.



MINTO ISLAND
TRADE ST
FERRY ST SE
STATE ST
COURT ST NE
CHURCH ST
HIGH ST
LIBERTY ST
COMMERCIAL ST
FRONT ST
CHEMEKETA ST NE
WATER ST
WILLAMETTE RIVER
CENTER ST NE
MARION ST NE
Marion Square
Wallace Marine Park
UNION ST NE
HIGH ST NE
LIBERTY ST NE
COMMERCIAL ST
DIVISION ST NE
FRONT ST NE
Willamette River
front street bypass
Scale 0 100 200 400 800
north
MILL CREEK
Broadway
Knapps Place
LIBERTY ST
COMMERCIAL
BELMONT
MARKET ST NE
GAINES ST NE
HOOD ST NE
Fourth St
FIFTH ST
SHIPPING ST NE
Commercial St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legend
Alternative 2 Liberty-Commercial Coup
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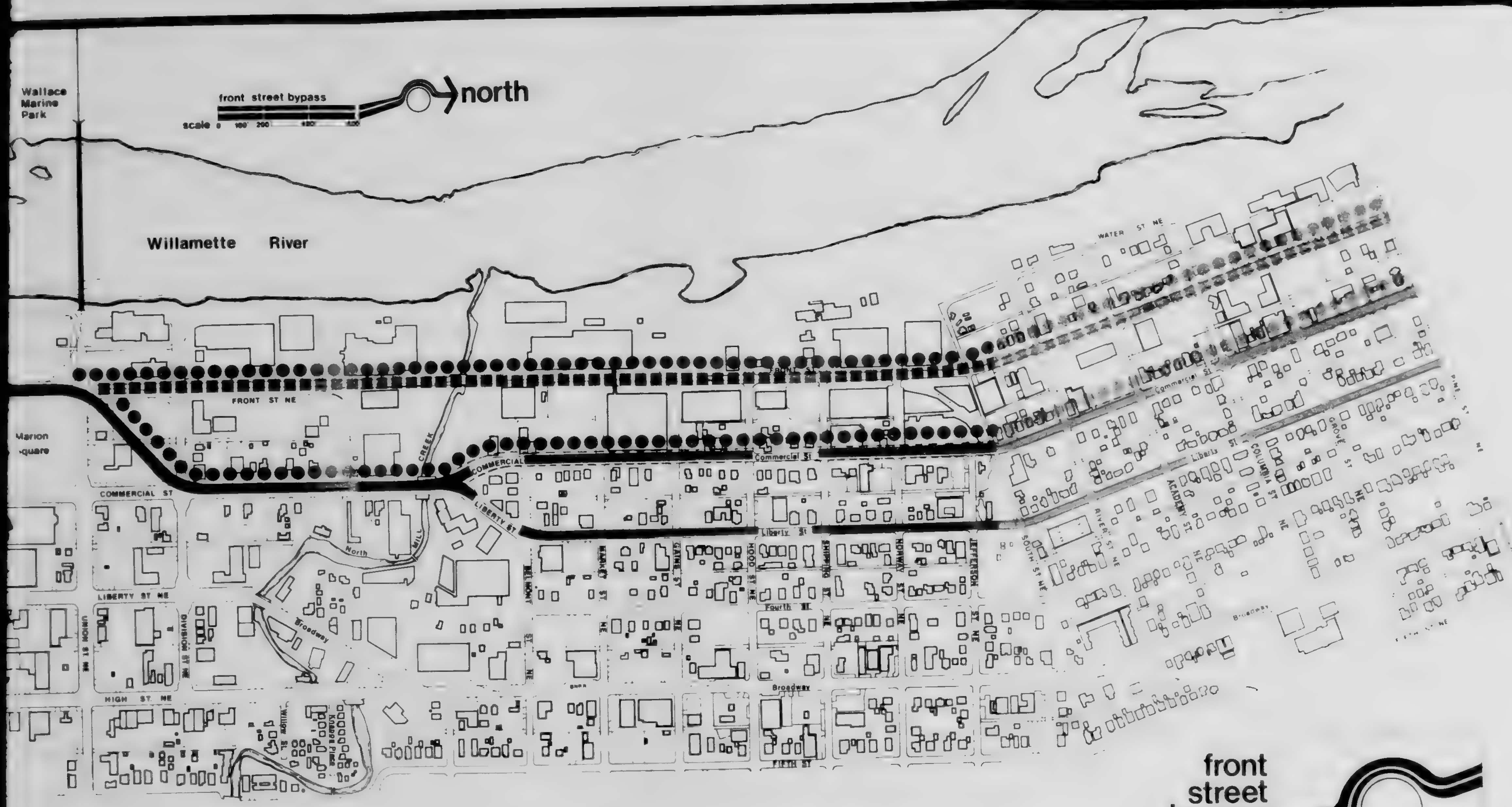
front street bypass
scale 0 100 200 400 600
north
MINTO ISLAND
WILLAMETTE RIVER
Willamette River
Wallace Marine Park
Marion Square
WATER ST
FRONT ST
FRONT ST NE
COMMERCIAL ST
Commercial St
LIBERTY ST
Liberty St
LIBERTY ST NE
HIGH ST
HIGH ST NE
CHURCH ST
COTTAGE ST
PRINGLE PARKWAY
TRADE ST
FERRY ST SE
STATE ST
COURT ST NE
CHEMEKETA ST NE
CENTER ST NE
MARION ST NE
UNION ST NE
DIVISION ST NE
MILL CREEK
North
Broadway
Knapps Place
Willow St
BELMONT
BARRY ST
GAINES ST
HOOD ST NE
SHIPPING ST
Fourth St
FIFTH ST


Wallace Marine Park
front street bypass
scale 0 100 200 400 600
north
Willamette River
Marion Square
FRONT ST NE
Front St
WATER ST NE
COMMERCIAL ST
Commercial St
CREEK
North
MILL
LIBERTY ST
Liberty St
LIBERTY ST NE
UNION ST NE
DIVISION ST NE
HIGH ST NE
Broadway
BELMONT
MARKET ST
GAINES ST
HOOD ST NE
SHIPPING
NORWAY ST
JEFFERSON
Fourth St
FIFTH ST
SOUTH ST NE
RIVER ST NE
ACADEMY ST
Liberty St
COLUMBIA ST
GROVE ST
PINE ST NE
Alternative 2 Liberty-Commercial Couplet
Alternative 3 Commercial Street Only
Alternative 4 Front Street
Alternative 5 Front Street Commercial Couplet

Corridor Alternatives

front street bypass

FIGURE 6

Trade Street) would be relocated out of the roadway, and spur connections would be constructed to serve existing industrial and warehousing uses along the roadway. The bridge across Mill Creek would be reconstructed to accommodate the new roadway alignment, and a new railroad trestle would be built across Mill Creek. Right-of-way requirements would be increased from the present 99 feet north of Market Street, to 148 feet between Market and South Streets, and 114 feet between South and Pine Streets. Right-of-way between Division and Market Streets would be increased from 60 feet to 148 feet.

Alternative 5: Front-Commercial Couplet This alternative was similar to Alternative 2, except that Front and Commercial Streets north of Union Street would be utilized as a couplet system. No right-of-way acquisition would be required along Commercial Street. Roadway width would be changed from the existing 30 feet to 36 feet on Commercial Street, and parking would be removed to accommodate three traffic lanes. Along Front Street, the railroad tracks would be relocated out of the roadway and a railroad trestle constructed over Mill Creek. The existing Mill Creek Bridge would be reconstructed. Three traffic lanes and the railroad tracks would be accommodated within the existing 99-foot right-of-way on Front Street, except between Division and Market Streets where an additional 30 feet of right-of-way would be required.

2-2 RESPONSES TO DRAFT REPORT

The Draft Environmental Impact Statement for the Front Street Bypass Project was approved by FHWA on March 22, 1978. Following approval, public hearings were scheduled and copies were circulated for comment. After the final public hearing the Salem City Council acted on corridor and major design elements. Below is a summary of public hearing testimony and written comments to the draft report. Salem City Council actions are described in Section 2-3.

Public Hearing Testimony Public hearings for the Front Street Bypass Project were held in Salem City Council Chambers on May 8 and again on May 22, 1978. The hearings were moderately well attended (15-20 persons at the first hearing, slightly less at the second). Testimony at the hearings was overwhelmingly in favor of the proposed project (Alternative 2). However, a number of comments were directed at specific design features.

Two persons spoke in favor of grade-separated pedestrian crossings of Front Street Bypass. One favored a crossing at Division Street, the other at Chemeketa Street. One of these persons also favored eliminating the Court Street crossing of Front Street and making the Front Street median continuous at that point. Two persons spoke in favor of planting trees along the Front Street median. One person spoke in favor of undergrounding all electric utilities in the Front Street area. A spokesman for the utility company said undergrounding would be prohibitively expensive and his company recommended installing aesthetically pleasing above-ground facilities instead. There was general agreement that design of the Bypass in the Front Street area should be compatible with design of Pringle Parkway and with plans for development of the riverfront area.

Two persons spoke in favor of a bikeway along the North Liberty-Commercial Couplet, two persons against. General agreement was reached on widening the roadway on Liberty and Commercial Streets in a manner that preserved as many roadside trees as possible. One person in attendance suggested planting new trees next to the roadway to provide a continous vegetated corridor leading into downtown Salem. One person spoke in favor of two signalized east-west bicycle/pedestrian crossings in the North Couplet area.

Most of the people offering testimony came as representatives of established neighborhood and advisory groups, and their testimony was intended to reflect group rather than individual interests.

Written Comments Written comments to the Front Street Bypass Draft Environmental Impact Statement are contained in Appendix B. The more meaningful comments are responded to in Chapter 7. Many of the written comments concerned the air quality, noise, and historical resource impacts of the proposed project.

2-3 PROJECT SELECTION

At its June 19 and June 27 meetings, the Salem City Council took action on corridor and major design features of the Front Street Bypass Project. In taking this action Council took into consideration the written comments and public hearing testimony mentioned above, as well as the recommendations of staff. Council decisions were intended to guide city staff during the final design and engineering phases of the project. A summary of Council actions is presented below.

Corridor Selection

Council selected Alternative 2, the proposed project, for the Front Street Bypass System. In making this selection Council noted that all the build alternatives were similar and consistent with the Year 2000 Transportation Plan south of Union Street. However, north of Union Street, Alternative 2 was the only alternative in conformance with the plan. Council also noted that Alternative 2 was the only alternative other than no build not to involve significant additional right-of-way acquisition, and to involve no additional displacement. Total acquisition and construction costs for Alternative 2 were lower than for the other three build alternatives. Alternative 2 was a commitment to commercial and industrial development west of Liberty Street, and it would have a generally positive impact on the tax base due to increased land values for commercial uses.

Council noted further that safety hazards would be reduced and east-west access improved over Alternatives 3 and 4 which propose two-way six lane facilities on Commercial and Front Streets. In addition, east and west-side acquisition under Alternatives 3, 4, and 5 would require substantial costs for right-of-way acquisition and would result in considerable tax revenue losses to the city. Under Alternatives 4 and 5, railroad tracks and spur would need relocation north of Division Street. Rebuilding of Front Street Bridge and construction of a railroad trestle over Mill Creek under Alternatives 4 and 5 could damage anadromous salmonid runs in Mill Creek.

Design Selection

Ferry Street With respect to traffic lanes and parking on Ferry Street, Council decided to

(1) Provide two traffic lanes, parking both sides, between Church and High Streets;

(2) Provide three traffic lanes, parking south side, between High and Liberty Streets;

(3) Provide four traffic lanes, no parking, between Liberty and Commercial Streets.

Preliminary design indicated removing parking on one side of Ferry Street between High and Liberty Streets and restriping to three traffic lanes within the existing roadway. Projected traffic volumes were highest between Liberty and Commercial Streets and it was felt that parking should be removed to accommodate four traffic lanes. Projected volumes were lower east of Liberty Street, however, and small businesses there rely upon short term on-street parking. Thus it was decided to retain parking on one side of the street between High and Liberty Streets until such time as traffic volumes warrant its removal.

Liberty/Ferry and Commercial/Front/Division Intersections Regarding the Liberty/Ferry and Commercial/Front/Division intersections it was Council's decision to

(1) Incorporate extended curbs, signing, and signalization to emphasize Front Street Bypass;

(2) Design the Liberty/Ferry and Commercial/Front/Division intersections to emphasize directional flow onto Front Street Bypass, and to provide two northbound traffic lanes on Liberty Street north of Ferry.

Council noted that incentives and disincentives were needed to divert through-traffic on Liberty and Commercial Streets onto Front Street Bypass proper, and in doing so, to satisfy the objective of keeping the downtown relatively free of through-traffic on these streets. Council decided this could be accomplished through a combination of signing, signalization, intersection design, and lane closure in the downtown area. At the intersection of Ferry and Liberty Streets, the design would be such as to divert northbound through traffic on Liberty Street west onto Ferry Street. At the intersection of Division, Front, and Commercial Streets, the design would divert southbound through-traffic on Commercial Street west onto Front Street Bypass. Signing and signalization in the Bypass area would be such as to encourage use of the Bypass by north-south through-traffic on Liberty and Commercial.

Landscaping, Signing, and Signalization Council decided the Front Street Bypass would be a landscaped urban parkway between existing Pringle Parkway and North

Liberty-Commercial Couplet, designed through use of materials, landscaping, signing, lighting, and signalization similar to and compatible with existing Pringle Parkway. The Bypass along Front Street proper will also be designed to be compatible with future riverfront and greenway development.

Signalization at Church/Trade and High/Trade Intersections It was Council's decision that traffic signals at the Church/Trade and High/Trade intersections were warranted due to projected increases in traffic volumes. Traffic circulation issues in SCAN will be addressed as part of the circulation element of the neighborhood plan.

Pedestrian, Bicycle, and Vehicle Access Between Retail Core and Riverfront Council decided to provide a grade separated pedestrian crossing between Court and Chemeketa Streets with the following objectives:

(1) The crossing remain safe and secure day and night;

(2) The crossing be attractive with self-generating appeal;

(3) The crossing remain moisture and odor-free;

(4) The crossing be of open design, well lighted and ventilated;

(5) The crossing provide a link between important pedestrian attractions in the downtown core and attractions along the riverfront/greenway;

(6) The riverfront incorporate private development, e.g. shops and eating establishments.

Council felt that a grade separated crossing would facilitate a smooth flow of traffic on Front Street and provide for safe pedestrian movement across Front Street. Construction of the crossing will be delayed until a more definitive riverfront greenway plan has been developed. This facility will be considered in the environmental impact statement for Center and Marion Street Bridges, now in preparation.

Median Strip and Left Turn Movements on Front Street Council elected to incorporate a continuous bermed median between the Front Street diagonal/Front Street intersection and Ferry Street with openings at Court and State Streets and with no left turn movement except at Court Street. The issues in making this decision related to east-west movement across Front Street and vehicle access to and egress from Front Street. Preliminary engineering called for a signalized intersection at Front/Court Streets and Front Street diagonal/Front Street, with no left turn movement except at Court Street. Council felt that additional left turn movements would tend to undermine the smooth flow of traffic on Front Street and restrict the capacity of the Bypass.

North Liberty-Commercial Couplet With regard to North Liberty/Co[illegible] [illegible] Council decided to

(1) Widen the existing roadway to 36 feet and three traffic lanes, with the third lane reserved for bicycles and emergency parking until needed for vehicles;

(2) Preserve as many roadside trees as possible, and plant new trees where feasible;

(3) Provide signals when warranted for east-west access.

Inclusion of North Liberty-Commercial Couplet as a segment of the bicycle route between Keizer and downtown Salem was strongly recommended by staff and the Salem Bicycle Advisory Committee. A capacity analysis report for Liberty and Commercial Streets by the Oregon Department of Transportation indicated that two traffic lanes with minor signal modifications at Pine Street would be sufficient to accommodate traffic to about year 1990. Council decided that should three traffic lanes become necessary in the future, third lane modification to carry vehicle traffic would be undertaken at that time.

Landscaping of Liberty and Commercial Streets had been studied by the Front Street Bypass PAC and the Grant and Highland Neighborhood Groups. The advisory committee andneighborhood groups recommended that the roadway on each street be widened equally on each side to preserve as many trees as possible, and that trees be planted where necessary and feasible to allow maximum growth time prior to construction. They had also recommended that two traffic signals be installed on these streets when demand so warranted.

Utilities Council decided to require the undergrounding of utilities where feasible, consistent with the Riverfront/Downtown and North Salem Urban Renewal Plans. Where undergrounding was not feasible, Council decided to

(1) Rebuild within the right-of-way using new technology construction;

(2) Work with the utilities companies to reduce visual clutter.

The Riverfront/Downtown Urban Renewal Plan and the North Salem Development Plan both listed as an objective the undergrounding of utilities where feasible. The single factor to be considered was cost, with the cost of above-ground relocation considerably less than the cost of undergrounding.

front
street
bypass

Existing Environmental Setting

Chapter 3

Chapter 3

EXISTING ENVIRONMENTAL SETTING

3-1 PHYSICAL FEATURES

The project area is located on a generally level plain along the east bank of the Willamette River near downtown Salem. Only along the plain's western margin and for short distances up Mill and Pringle Creeks - two small Willamette tributaries which cross the central and southern parts of the project area - do slopes exceed about 10 percent gradient. Elevations in the project area range from 118 feet at the point where Mill Creek enters the Willamette River, to 155 feet at the intersection of Liberty and Trade Streets. Median elevation is close to 152 feet. The land surface has a slight overall tilt toward the west. The tilt is so gradual, however, as to be virtually unrecognizable without reference to topographic maps.

Geology The Salem plain is composed of various kinds of alluvial and lacustrine deposits. Price (1967) has identified three alluvial formations in the French Prairie area.[1] At depths of 100 feet to more than 300 feet is the Troutdale Formation. This formation consists of alternating layers of clay, silt, sand, gravel, and, locally, of cemented gravel and conglomerate. The material is generally coarse grained in the southern part of French Prairie and fine grained in the northern part.

Overlying the Troutdale Formation is the Willamette Silt Formation. The upper 80 feet or so of this formation consists mostly of tan to reddish brown silt of generally uniform texture with thin interbeds of clay and very fine sand. Logs of wells penetrating the formation indicate that particles become progressively coarser with depth and are mainly fine sand near the base. Although the formation appears massive, the Willamette Silt is well bedded and most layers are only a few inches thick. Bedding is observable from faint color differences between finer and coarser layers of the formation.

The flood plains of French Prairie are occupied chiefly by young alluvial and lacustrine deposits. These deposits lie directly on the Willamette Silt or, where the formation has been removed by erosion, on the Troutdale Formation. Along the Willamette River flood plain the alluvium consists of alternating sand and gravel layers blanketed by several feet of silt. These layers reach a maximum depth of about 40 feet near the project area. Along the Willamette tributaries the alluvium consists largely of reworked, generally fine grained silt with little or no gravel. Tributary deposits are generally less than 30 feet thick.

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[1] French Prairie is a triangular area of approximately 210 square mile [illegible] extent, bounded on the west and north by the Willamette River and the east by the Pudding River. Its southern boundary comes within [illegible] mile or so of the northern limits of the EIS project area.

Soils Soils in the project area were described by Williams (1972). The predominant soil type is Woodburn silt loam (0-3 percent slope). Woodburn silt loam is found throughout the Salem central business district and in a diagonal band north of Market Street. The soil is composed of silt loam to a depth of 17 inches and silt and clay loam to a depth of 68 inches or more. Woodburn silt loam is rated moderate to severe in its suitability for most types of construction. Principal restrictions are low bearing strength, shallow slope, slow permeability, and high water table during winter months.

Clackamas gravelly loam is found along the drainageway of Pringle Creek. This soil occupies concave terrace positions with 0-3 percent slopes and consists of poorly drained soils formed from gravelly mixed alluvium. Clackamas gravelly loam is rated as having severe limitations for most types of construction. Principal restrictions are wetness and the presence of numerous small stones in subsurface soil layers.

Amity silt loam is found in the northeastern part of the project area in the vicinity of Highland Elementary School. This soil is situated on 3-7 percent slopes and consists of somewhat poorly drained silt loam over silty clay loam soils formed in mixed old alluvium. Amity silt loam is rated severe for most types of construction on account of wetness, bearing strength, and shrink-swell potential. The soil is rated moderate for street and road construction.

Chehalis silty clay loam, Cloquato silt loam, and Salem gravelly silt loam are found along the drainage way of Mill Creek. Cloquato silt loam is also found in a band north of Academy Street. The suitability of these soils for construction ranges from slight to severe depending upon location, slope, surface and subsurface soil characteristics, and elevation relative to Mill Creek and the Willamette River. Some low-lying areas along Mill Creek are subject to periodic flooding. These flood-prone areas also have severe construction limitations.

Hydrology Principal surface streams in or adjoining the project area are the Willamette River, Mill Creek, and Pringle Creek/Shelton Ditch. The Willamette River adjoins the project area on the west side. The river in this stretch has a slope of about two feet per river mile, a maximum depth varying from 20 to 40 feet, and a width of 700 feet. Mean annual discharge is about 23,000 cubic feet per second (cfs). The annual discharge pattern closely resembles the annual precipitation pattern for Western Oregon, with maximum discharge between November and April and minimum discharge during July, August, and September. Flow in the river is regulated by flood control reservoirs on the upper river and tributaries which reduce peak flows in winter and augment low flows in summer. Mill Creek is a small tributary of the Willamette whose headwaters are southeast of Salem but whose flow is augmented by diversion of the North Santiam River near Stayton. This diversion normally contributes 100 to 200 cfs to the flow of Mill Creek, but diversion is halted during high rainfall periods to reduce the incidence of flooding. Pringle Creek has its headwaters in the Salem Hills. The creek enters a slough of the Willamette River near the Boise

Cascade Plant on South Front Street. Flow in Pringle Creek is augmented over the lowermost one-eighth mile by flows from Shelton Ditch, a manmade waterway which receives its flow from a diversion of Mill Creek in East Salem. Shelton Ditch was constructed in 1936 to relieve flooding on Mill Creek near the downtown area.

Water Quality The Willamette River through Salem has generally good water quality except during the summer when low flows and high temperatures occur. During high flow and flood periods the Willamette carries high suspended sediment loads. Water quality in Mill and Pringle Creeks is generally good considering the proximity of these streams to built-up urban areas. Some pollution of lower Mill Creek occurs through emptying of a storm drain system into the creek near Commercial Street Bridge. Water quality data for Mill Creek, the Willamette River, and Shelton Ditch are presented in Table 1.

Biology Mill Creek provides habitat for migratory runs of Fall chinook, Spring chinook, and coho salmon which spawn in the creek. Legal-sized rainbow trout have been stocked to bolster resident sport fishing for persons under 18 years of age. According to the Department of Fish and Wildlife, a run of 11,000 salmon entered Mill Creek in 1976. Fall chinook runs occur from mid-September through the first part of October. All angling is prohibited between September 1 and October 31. Fishlife found in Mill Creek include[2]

Rainbow trout
Cutthroat trout
Skulpin
Stickleback
Brook lamprey
Brown bullhead
Mountain whitefish
Spring chinook
Fall chinook
Coho salmon

Native animals in the project area consist primarily of fur-bearers and non-game bird life. They thrive particularly in the narrow zone of vegetation along the stream banks. Animal life includes:

Birds[2]

Scrub jay
Mexican jay
House sparrow
Oregon junco
Slate-colored junco
Rufous-sided towhee
Belted kingfisher
Evening grosbeak
Brewer's blackbird
Hermit thrush
Marsh wren

Mammals[2]

Fox squirrel
Deer mouse
Oregon meadow mole
Dusky-footed woodrat
Little brown myotis
Opossum
Dusky shrew
Norway rat
House mouse
Mazama pocket gopher
Townsend mole

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[2] 13th Street Extension Environmental Impact Statement, Oregon Department of Transportation, 1973.

Table 1

Water Quality Data for Selected Sampling Sites

Data for samples collected 1 December 1972 following clear and dry period (Discharge = 271 CFS):

Sample Site	1	2	3	4	5	5
pH	7.0	7.0	7.0	6.7	7.0	7.1
Total solids-ppm	51.9	54.8	59.3	64.5	56.8	63.9
Susp. solids-ppm	5.4	8.9	11.2	11.0	4.6	5.5
Zinc - ppb	0	0	0	0	0	0
Cadmium - ppb	0	0	0	0	0	0
Lead - ppb	0	0	0	0	0	0
C.O.D. - ppm	4.1	8.2	0	24.6	0	12.3
B.O.D. - ppm	all samples negligible, less than 5 ppm					
Oil & grease-ppm	1	0	1	2	0	1
Spec. conductance mhos/cm	97	102	98	130	137	138

Data for samples collected 5 January 1973 after heavy rainfall (Discharge = 163 CFS):

pH	6.7	7.0	7.0	7.0	6.9	7.1
Total solids-ppm	91.5	90.5	91.1	79.2	79.8	73.8
Susp. solids-ppm	31.0	17.0	35	19	29	11
Zinc - ppb	52	32	33	31	25	19
Cadmium - ppb	<1	0	0	0	0	0
Lead - ppb	0	0	0	0	0	0
C.O.D. - ppm	15.2	0	15.2	0	15.2	0
B.O.D. - ppm	all samples negligible, less than 5 ppm					
Oil & grease-ppm	0	2	1	2	0	1
Spec. conductance mhos/cm	70	65	70	68	63	65

Two sets of six water samples were collected and analyzed. Sites for these samples are described below:

Site 1 - Shelton Ditch north of Mission Street between Lee Street SE and 18th Street SE.

Site 2 - Willamette Slough just north of the mouth of Pringle Creek.

Site 3 - Willamette River about 3 blocks downstream of the existing bridges (north of Division Street).

Site 4 - Willamette River just north of the mouth of Mill Creek.

Site 5 - Mill Creek just east of Commercial Street.

Site 6 - Willamette River at Cummings Lane, downstream of all proposed bridge sites.

Note: ppm = mg/l, ppb = $\frac{mg/l}{1,000}$

Source: 3rd Bridge Environmental Impact Statement

Little natural vegetation exists in the project area. Such natural vegetation as does exist consists mostly of ash, willow, and cottonwood with a dense understory of Himalaya berry and snowberry. This is found in patches along Mill and Pringle Creeks and in a band along the Willamette River within a few dozen feet of the shoreline. As small as these areas are, they provide food, cover, and habitat for a variety of wildlife, notably rodents and insectivores.

A small and limited wetlands area is located at the mouth of Mill Creek and along the Willamette River shoreline. This area is too far removed from the Front Street Bypass Project to be adversely affected by construction and related project activities.

Fishing is permitted at the mouth of Mill Creek. Only bank fishing is practiced, however, due to the steep banks, the deep and narrow channel, and the brisk current. Figures on recreation use of Mill Creek are not available. It can be assumed, however, that the Mill Creek area provides a number of recreation opportunities for neighborhood children. Area residents and passers-through may derive aesthetic benefits from the stream and associated vegetation as well.

Natural Hazards Most of the project area lies outside the 100 year flood plain. The only areas within the 100 year flood plain (See Figure 7) are narrow bands along the Willamette River, Mill Creek, and Pringle Creek. During the 1964 flood, flow relief provided by Shelton Ditch resulted in only minor flood damage along Mill Creek. Backwater from the Willamette River during the 1964 flood was not a serious problem on either Mill or Pringle Creeks. Upstream flooding of Mill Creek during the 1974 flood did damage some homes, however. Slumping and mass wasting are not a problem in the project area due to the generally level topography. This holds true even along the Willamette River escarpment where earth movements might otherwise be expected to occur. The project area is located in a region of sporadic and low intensity seismic activity. Thus, earthquakes and other seismic phenomena are not a factor in the design and location of manmade structures. A number of faults are known to exist outside the project area, but these faults are judged to be inactive.

3-2 CULTURAL FEATURES

Land Use

Four basic types of land use areas are found within the project area. The first is the downtown retail and office core area, which includes the project area east of Front Street and south of Division Street. North of Division Street, land uses become more transitional and mixed, with a progressive decrease in commercial activities as one progresses north. Both single and multi-family residential uses north of Market Street are predominant on both sides of Liberty Street north to Pine Street. Broadway north to Shipping Street has a predominance of commercial uses, while west of Broadway single-family and multi-family residential uses predominate. A mixture of single and multi-family residential, commercial, and industrial uses exists along Commercial Street between Division Street and Pine Street. These uses become predominantly commercial and industrial west of Commercial Street to the Willamette River, with exception of a residential enclave west of Front Street between Columbia and River Streets (See Figure 8).

Land uses in the project area are chiefly a response to zoning patterns. Zoning is commercial and industrial west of Liberty Street, and land uses tend to be transitional in this area, although a significant number of residences are found between Liberty and Commercial Streets (See Figure 9).

Public Facilities - schools, parks, streets, open space, libraries, and so forth - are moderately common within the project area. They include Pringle Creek urban renewal area, Fire Station #1, Willamette Greenway, Marion Square Park, Highland School and Park, and a proposed North Salem Greenway Park. Transit routes through the project area include North Liberty (Liberty-Commercial) and Highland (Broadway).

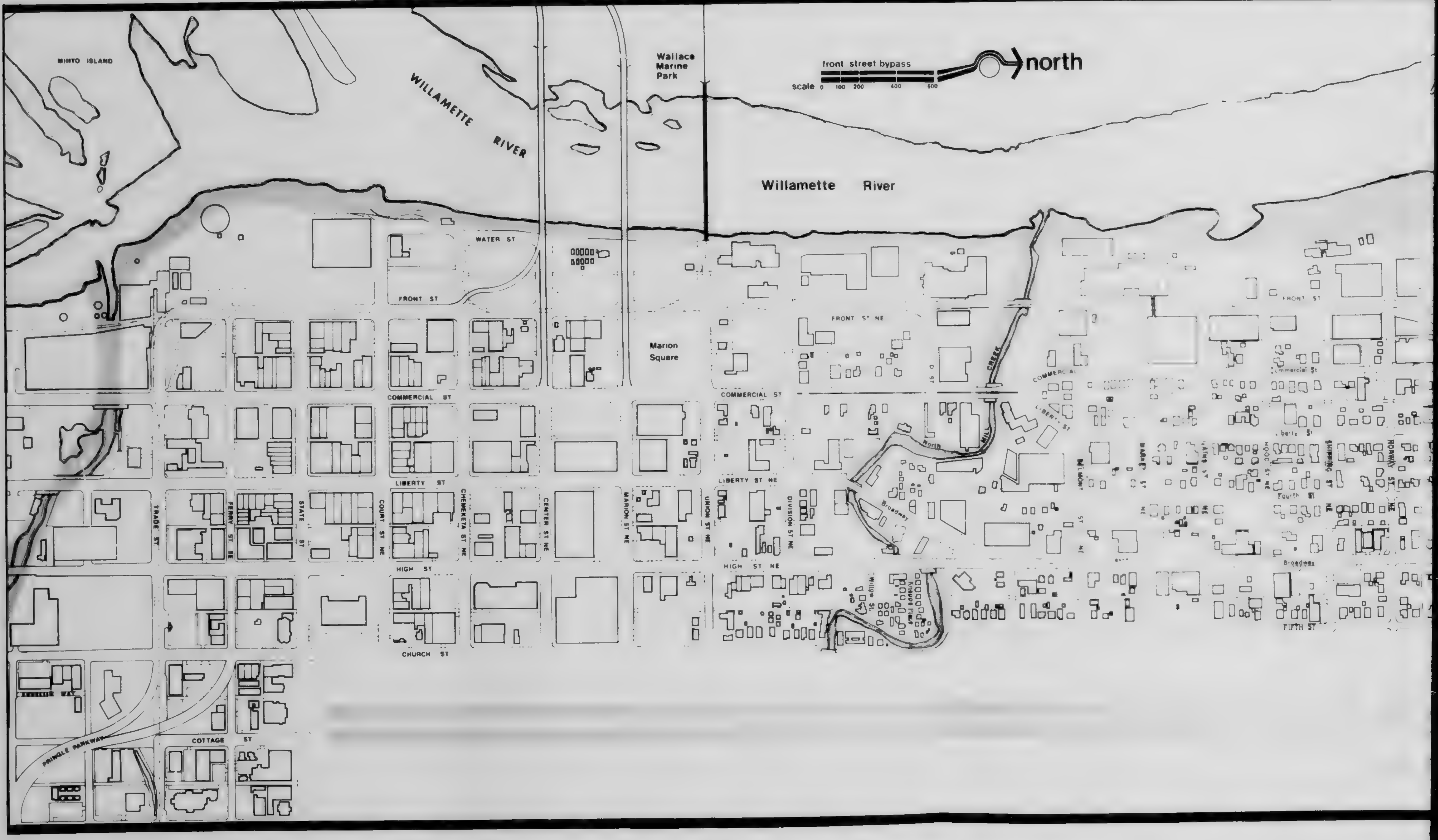
Emergency Services are provided by Salem Police, located at the Civic Center Building south of Trade Street; Fire Station #1, located on Trade Street between Commercial and Liberty Streets; and Willamette Ambulance located at 1070 Commercial Street northeast. Salem Hospital Memorial Unit is located on Winter Street between Pringle Parkway and Mission Street. Access to Salem Hospital is facilitated by Pringle Parkway, particularly from the downtown.

Fire Station #1 currently gains access east-west via Trade Street, north on Liberty and Church Streets, and south on Commercial Street. Access to Front Street is curently via Trade Street. This will change to Liberty and Ferry Streets once the Front Street Bypass is completed.

Highland School, located on Broadway, has attendance boundaries that extend to the Willamette River. Grant School, located on Market Street east of Broadway, also has boundaries that go to the river. An estimated 25 elementary school children reside in the area west of Liberty Street in these two elementary school districts within the project area. Highland Park, located on the west side of Broadway between Columbia and Academy Streets, serves the neighborhood bounded approximately by Jefferson Street on the south, Bliler Street on the north, Cherry Street on the east, and the river.

Economics

Importance of the Salem economy to overall economic vitality of the Mid Willamette Valley region has remained remarkably constant over time. This consistency is reflected in the stability of the relationship between the level of employment in the Greater Salem Area and the employment level in Polk and Marion Counties generally. In 1960 the Greater Salem Area had 65.7 percent of all employment in the two counties. In 1970 the figure was 65.6 percent. The relative importance of the Salem economy is not expected to change greatly over the next twenty-five years. Past and projected employment levels for the Salem Urban Area (the area contained within Salem's urban growth boundary) and the Greater Salem Area (an area somewhat larger than the Salem Urban Area) are compared with employment levels in Polk and Marion Counties in Table 2.



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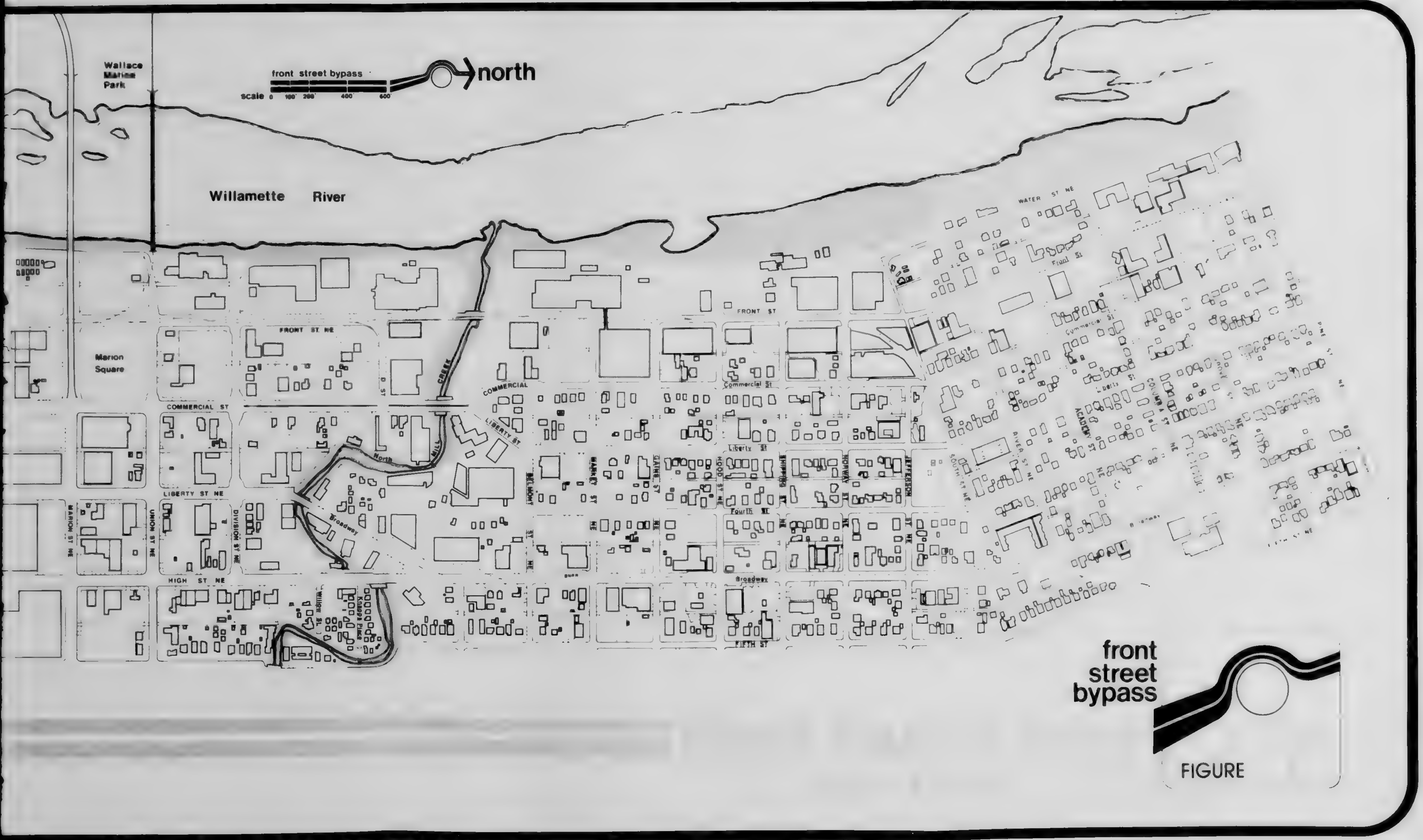
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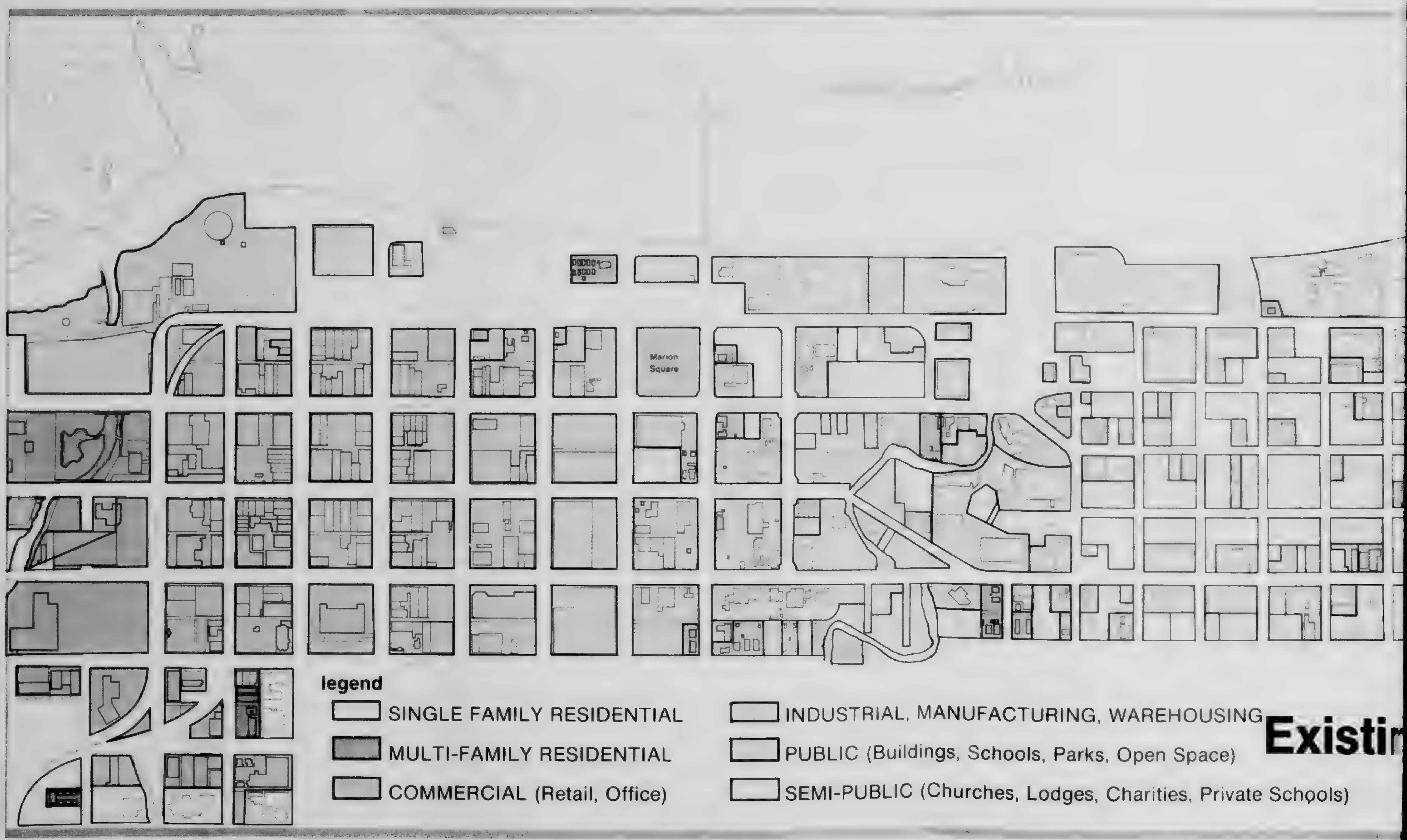
FIGURE


Marion Square
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MULTI-FAMILY RESIDENTIAL
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SEMI-PUBLIC (Churches, Lodges, Charities, Private Schools)

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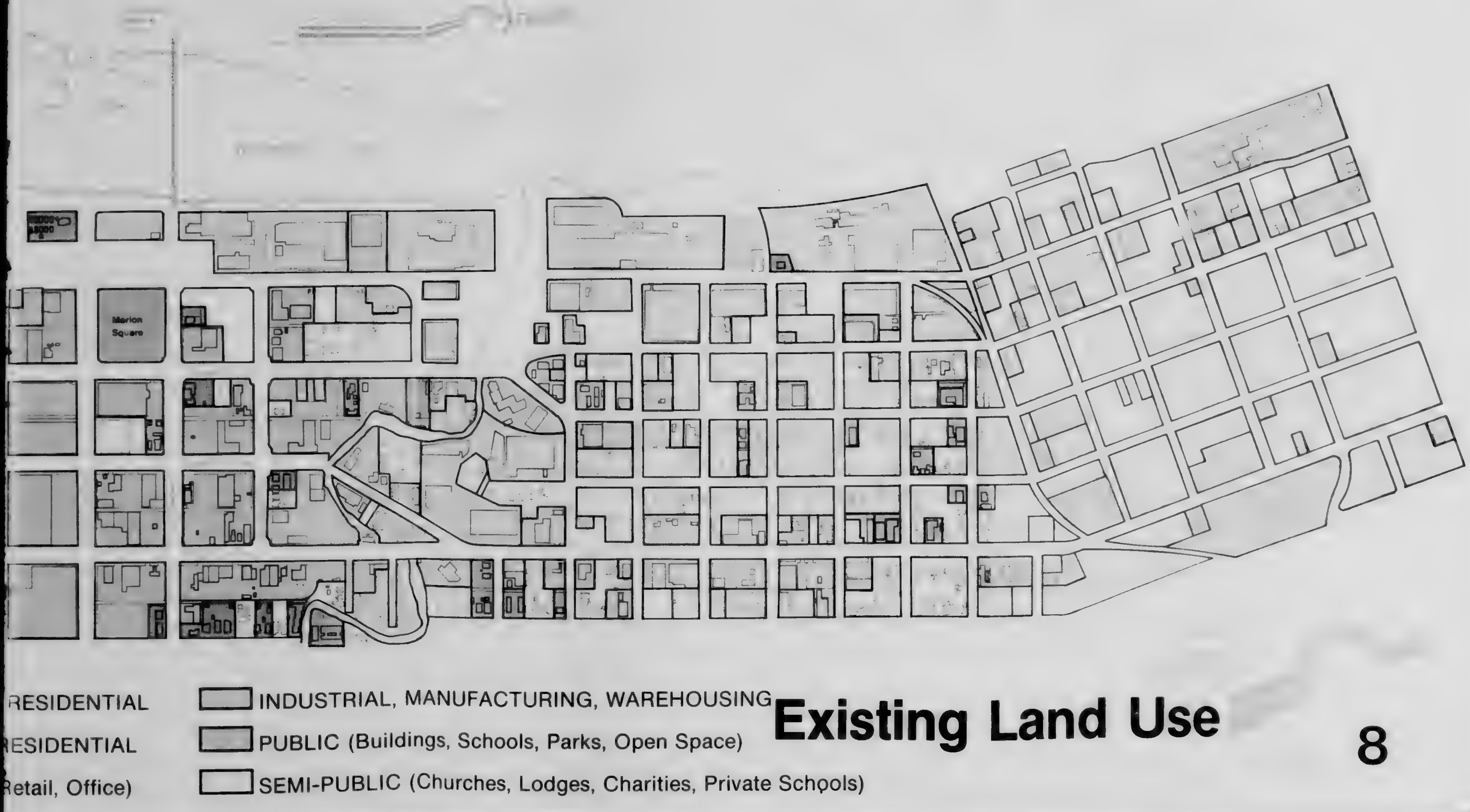
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Existing Land Use

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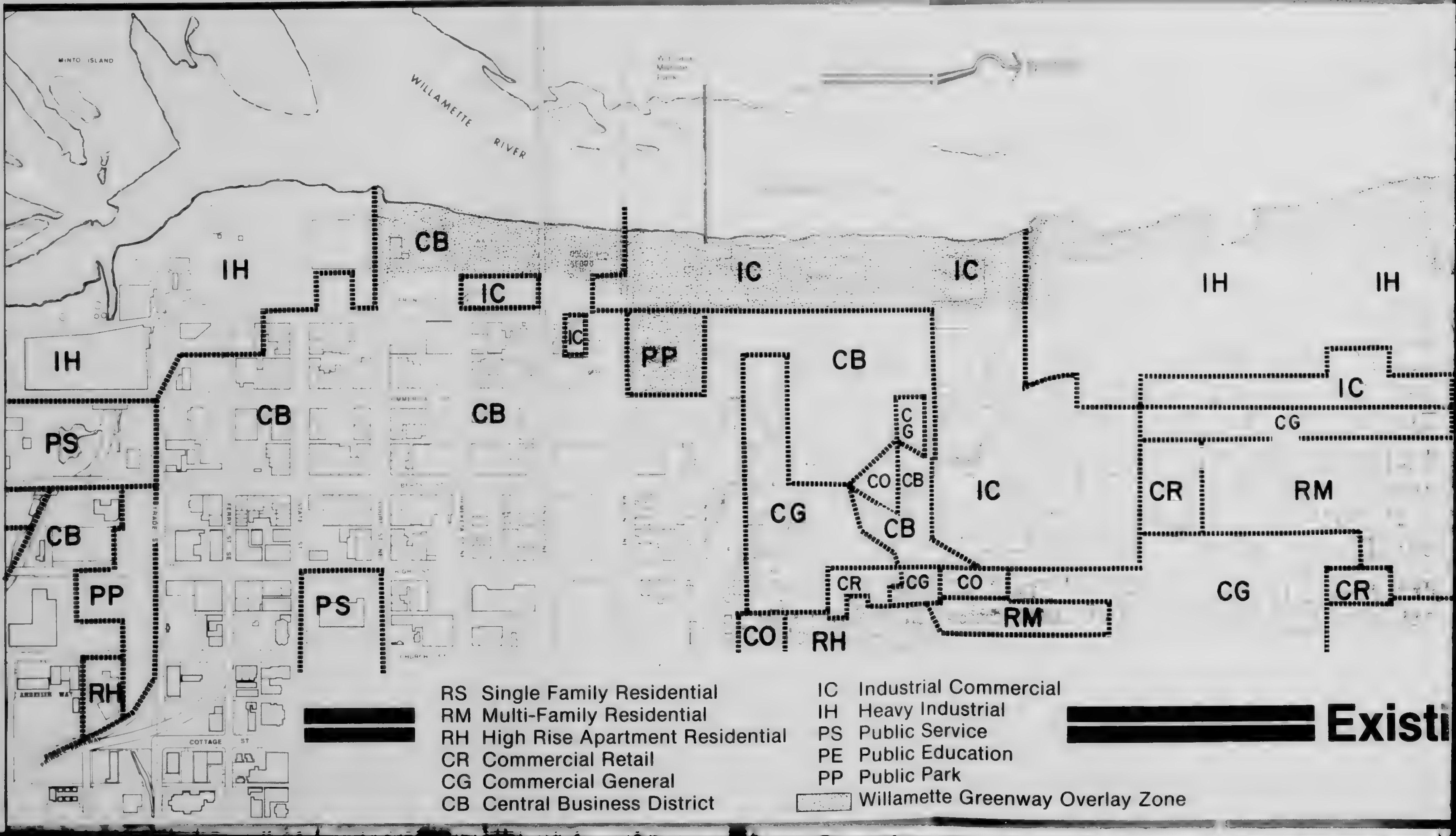MINTO ISLAND
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RM Multi-Family Residential
RH High Rise Apartment Residential
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CG Commercial General
CB Central Business District
IC Industrial Commercial
IH Heavy Industrial
PS Public Service
PE Public Education
PP Public Park
Willamette Greenway Overlay Zone

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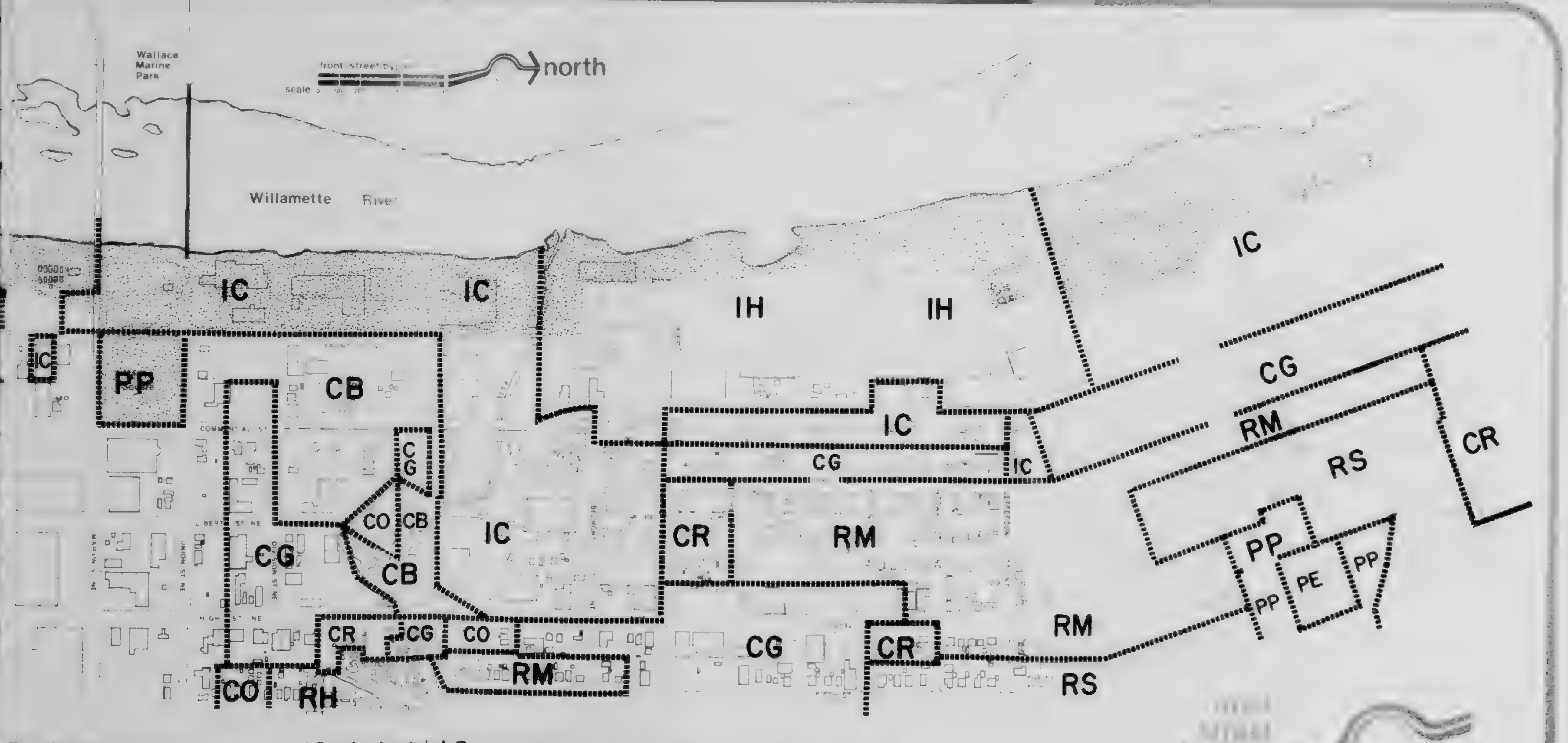
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al Business District

IC Industrial Commercial
IH Heavy Industrial
PS Public Service
PE Public Education
PP Public Park
▨ Willamette Greenway Overlay Zone

Existing Zoning

Table 2

Relationship of Past and Projected Employment Levels in Salem Vicinity to Employment Levels in Polk and Marion Counties

	Percent Distribution				
	1960	1970	1980	1990	2000
Greater Salem Area	65.7	65.6	65.1	64.8	64.5
Salem Urban Area	n/a	52.8	52.4	52.0	51.8

Source: Mid Willamette Valley Council of Governments, Economic and Financial Analysis of the Salem Area, Tech. Report 76-1, p. 14.

The slight relative decline in employment in both the Salem Urban Area and the Greater Salem Area reflects the expansion of the northern section of Marion County along U.S. 99E anticipated in future years. The communities of Woodburn and Hubbard have experienced considerable economic growth in the past decade, due primarily to growth of the Portland Metropolitan Area and the excellent accessibility of northern Marion County to Portland labor and sales markets. This growth can be expected to continue, though at varying levels of intensity.

Table 3 shows employment levels by industry group in the Greater Salem Area for 1962 and 1970, and gives projections for the year 2000. Two trends are apparent: (1) an overall decline in the rate of economic growth during the latter decades of this century, due largely to a decline in the rate of population growth; and (2) a continued shift in employment toward the service sector of the economy.

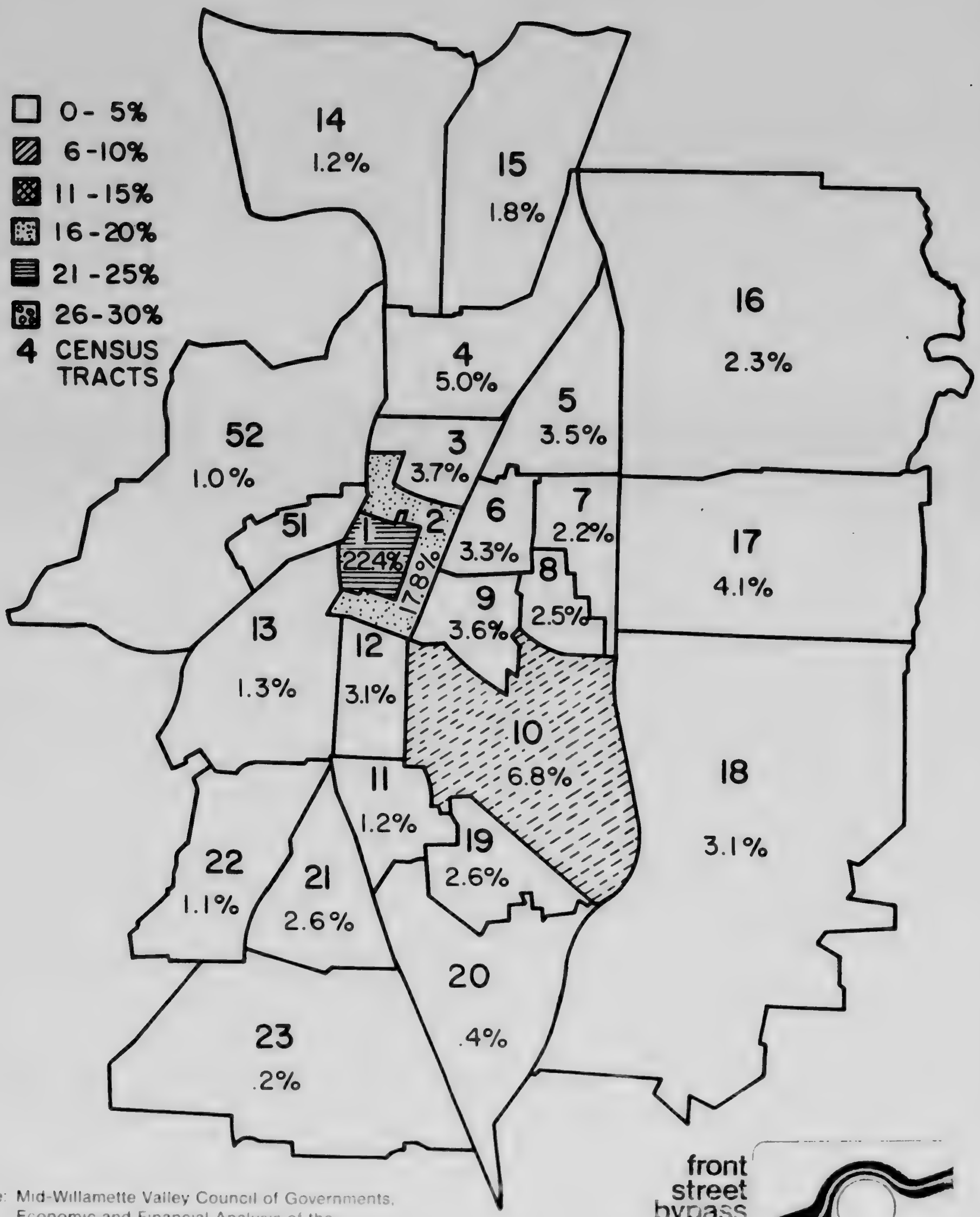
The distribution of employment in 1970 is shown in Figure 10. The data are presented by census tract. Nearly one-fourth of the employment is concentrated in the central business district (census tract 1). Outside this area a ring of higher than average employment exists, and, beyond this ring, areas of relatively low employment where residential growth is now particularly rapid. Some variation from this pattern exists. Census tracts 4 and 10, for example, have above average employment levels due to the relatively high concentrations of industry which they contain. Employment in the central business district is largely service-oriented although one major industrial employer - Boise Cascade Corporation - is located within this district.

Table 3

Employment Change by Industry Group, Greater Salem Area, 1962, 1970, 2000

	Number			Percent		
	1962	1970	2000	1962	1970	2000
Employment	33,330	47,320	83,529	100.0	100.0	100.0
Agriculture	960	1,200	584	2.9	2.5	.7
Non-Agriculture	32,370	46,120	82,945	97.1	97.5	99.3
Self-Employed	4,600	4,840	5,847	13.8	10.2	7.0
Manufacturing	3,350	4,810	6,265	10.0	10.1	7.5
Lumber & Wood	240	260	114	.7	.6	.1
Other Durables	680	1,240	2,291	2.0	2.6	2.7
Food Products	1,020	1,480	1,746	3.0	3.1	2.0
Other Non-durables	1,410	1,820	2,114	4.2	3.8	2.5
Construction	1,280	2,160	2,757	3.8	4.6	3.3
Transp., Commun. & Utilities	1,010	1,410	1,671	3.0	3.0	2.0
Trade, Wholesale & Retail	5,590	9,270	17,124	16.8	19.6	20.4
Finance, Insurance & Real Estate	1,910	2,920	5,931	5.7	6.2	7.1
Services	3.380	6,520	15,620	10.1	13.8	18.7
Governments	11,250	14,190	27,730	33.8	30.0	33.2
Federal	680	1,000	2,316	2.0	2.1	2.7
State	8,380	9,220	16,735	25.2	19.3	20.0
Local	2,220	3,970	8,679	6.7	8.4	10.3
Education	1,460	2,490	4,791	4.4	5.3	5.7
Non-education	740	1,480	3,888	2.2	3.1	7.2

Source: Mid Willamette Valley Council of Governments, Economic and Financial Analysis of the Salem Area, Tech. Report 76-1, p. 16.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12 3.1%
10 6.8%
18 3.1%
11 1.2%
19 2.6%
22 1.1%
21 2.6%
20 .4%
23 .2%

Source: Mid-Willamette Valley Council of Governments, Economic and Financial Analysis of the Salem Area, Tech. Report 76-1, p. 20.

front street bypass

FIGURE 10

Distribution of Employment by Census Tract
Salem Urban Area
1970

A detailed breakdown of the number of business and professional establishments in the three census tracts within the project area, together with changes in the number of establishments during the period 1976-77, is contained in Tables 4, 5, and 6. The tables clearly show the dominance of service-related establishments in the downtown area. Industry is prominent in census tracts 1 and 2 but drops sharply in census tract 3. The number of wholesale and retail establishments in census tract 1 increased by 18 during the 1976-77 period - a consequence of efforts at central business district revitalization. The number of establishments in the other categories declined during this period. Census tracts 1 and 2 have a higher turnover rate (number of firms moving in plus the number of firms moving out, expressed as a percentage of the total number of firms) - a fact which is not always evident in net change statistics. The turnover rate is especially high among durable goods manufacturing and wholesale, retail, service and professional establishments.

Most future economic growth in the Salem Urban Area should take place outside the central business district. Table 7 gives past and projected employment levels in the five major subareas that constitute the Salem Urban Area.

Table 4

Number of Business and Professional Establishments
1977

Area	Manufacturing							
	Durable	Non-Durable	Wholesale	Retail	Finance, Real Estate & Insurance	Service and Professional	Other	Total
Census Tract 1	7	15	29	165	108	192	21	537
Census Tract 2	1	13	8	45	60	126	12	265
Census Tract 3	7	7	11	60	27	106	17	235
Areawide	76	82	142	716	470	1,042	245	2,773

Source: Polk Profiles of Change 1976-1977, R.L. Polk & Co.

Table 5

Turnover Rate in Business and Professional
Establishments 1976-1977

Area	Manufacturing							
	Durable	Non-Durable	Wholesale	Retail	Finance, Real Estate & Insurance	Service and Professional	Other	Total
Census Tract 1	57	27	45	32	38	45	14	39
Census Tract 2	100	[illegible]	[illegible]	47	17	21	42	30
Census Tract 3	[illegible]	29	[illegible]	33	[illegible]	17	12	[illegible]
Areawide	25	[illegible]	31	24	[illegible]	33	20	[illegible]

Source: Polk Profiles of Change 1976-1977, R.L. Polk & Co.

Note: The turnover rate is equal to the number of firms moving in plus number of firms moving out, expressed as percentage of total number of firms (1977 count) in that category.

Table 6

Net Change in Business and Professional Establishments 1976-1977

Area	Manufacturing		Whole-sale	Retail	Finance, Real Estate & Insurance	Service and Profes-sional	Other	Total
	Durable	Non-Durable						
Census Tract 1	0	0	+ 7	+11	-3	-17	-2	- 4
Census Tract 2	-1	+1	0	- 3	+2	- 1	-1	- 3
Census Tract 3	0	0	+ 1	+ 4	0	- 2	0	+ 3
Areawide	+1	-1	+20	+13	0	-15	-7	+11

Source: Polk Profiles of Change 1976-1977, R.L. Polk & Co.

Table 7

Employment by Subareas Salem Urban Area 1970-2000

Subarea	1970		2000	
	Number of Employees	Percent Distribution	Number of Employees	Percent Distribution
Central Salem	24,132	53.0	38,426	48.8
Keizer	4,006	8.8	8,043	9.6
East Salem	6,876	15.1	13,279	15.9
South Salem	9,022	19.8	18,609	22.3
West Salem	1,462	3.2	2,825	3.4

Source: Mid Willamette Valley Council of Governments, Economic and Financial Analysis of the Salem Area, Tech. Report 76-1, p. 31.

Population and Housing

The Salem SMSA (Standard Metropolitan Statistical Area) comprises Marion and Polk Counties. The Salem Urban Area constitutes about 55 percent of the SMSA, and the City of Salem about 40 percent of the SMSA and 70 percent of the urban area population. Growth trends have been steady, averaging 2.66 percent per year for the SMSA between 1960 and 1970 and 2.5 percent per year between 1970 and 1977, despite the recession years of 1973-1975. Growth rate of the Salem Urban Area is somewhat larger, 3.18 percent for 1960-1970, and is projected at 2.76 percent for 1970-1980. Table 8 describes population change for the SMSA and City of Salem. Table 9 shows projected population growth for Salem SMSA and Salem Urban Area.

Table 8

Population Change 1960-1977

Salem SMSA and City of Salem

	Population			Rate of Change	
	1960	1970	1977	1960-70	1970-77
Salem SMSA					
Marion County	120,888	151,309	177,700	25.2%	17.4%
Polk County	26,523	35,349	42,000	33.3%	18.8%
TOTAL	147,411	186,658	219,700	26.6%	17.7%
City of Salem	49,142	68,296	83,170	39.0%	21.8%

Source: U.S. Bureau of Census, 1970 Number of Inhabitants, Oregon, Final Report PC (1)-A39, Washington, D.C., 1971; Center for Population Research and Census, Population Estimates: Oregon Counties and Incorporated Cities, July 1, 1977, Portland State University, Portland 1978.

Note: 1960 and 1970 population figures are from the U.S. Census; 1977 estimate is from the Center for Population Research and Census.

Table 9

Population Projections and Percent Change 1980-2000

Salem SMSA and Salem Urban Area

Salem SMSA Population (% annual change)			Salem Urban Area Population (% annual change)		
1980	1990	2000	1980	1990	2,000
232,900	285,000 (2.225)	343,500 (2.05)	119,000	157,000 (3.22)	197,000 (2.56)

Source: Salem Urban Area Population Projection to the Year 2000, Mid-Willamette Valley Council of Governments, January 1979.

Table 10

Population of Salem Urban Area
By Major Urban Subarea, 1975

Subarea	Population	Percent
Central Business District	19,870	16.9
North Salem	21,762	18.5
East Salem	31,684	26.9
South Salem	35,411	30.0
West Salem	9,088	7.7
Total	117,815	100.0

Source: Mid Willamette Valley Council of Governments, Salem Area Comprehensive Plan (Draft), page 6.

The Salem Urban Area has followed a pattern of urbanization similar to that of most urban areas. In the 1940's Salem was characterized by residential areas closely linked to the central business core. With increased population, improvement of the transportation system, improved sewer and water service, and relatively inexpensive land, development of outlying areas began. In 1975 the Salem Urban Area had a population of 117,815 distributed over a land area of 73.4 square miles. Most of this population was situated within about a four mile radius of city center. Population distribution by major urban area is presented in Table 10.

The urban area population in 1975 was housed in 47,287 dwelling units. Of these units, 34,713 were single-family and 12,574 were multi-family. Of the single-family units 15 percent were constructed since 1970. The comparable figure for multi-family units was 42 percent. The percentage of new construction in each of the major housing unit categories by major urban subarea during the period 1970-75 is indicated in Figure 11.

Within the EIS project area, population and housing tend to be concentrated in the area north of Market Street, although some single-family and multi-family units are found on the northern edge of the CBD. Near the CBD and along major arterials extending outward from the CBD, housing units tend to be multi-family. On collector streets and arterials distant from the CBD, single-family units tend to predominate. Most of the multi-family structures contain less than a dozen housing units.

Single-family housing units in the project area are, as a rule, small and somewhat old, ranging in age from about 20 to 40 years. However, some units particularly south of Norway Street, are over 40 years old. Many housing units are in need of painting and repair. The average multi-family structure is less than about 10 years old. Older single-family units tend to be concentrated near the CBD and along Front and Commercial Streets. Units in the northern part of the project area tend to be of more recent construction.

The population of the project area is estimated at 2824.[3] The project area as a whole contains disproportionately large numbers of elderly and disproportionately small numbers of juveniles. Juveniles tend to be concentrated in

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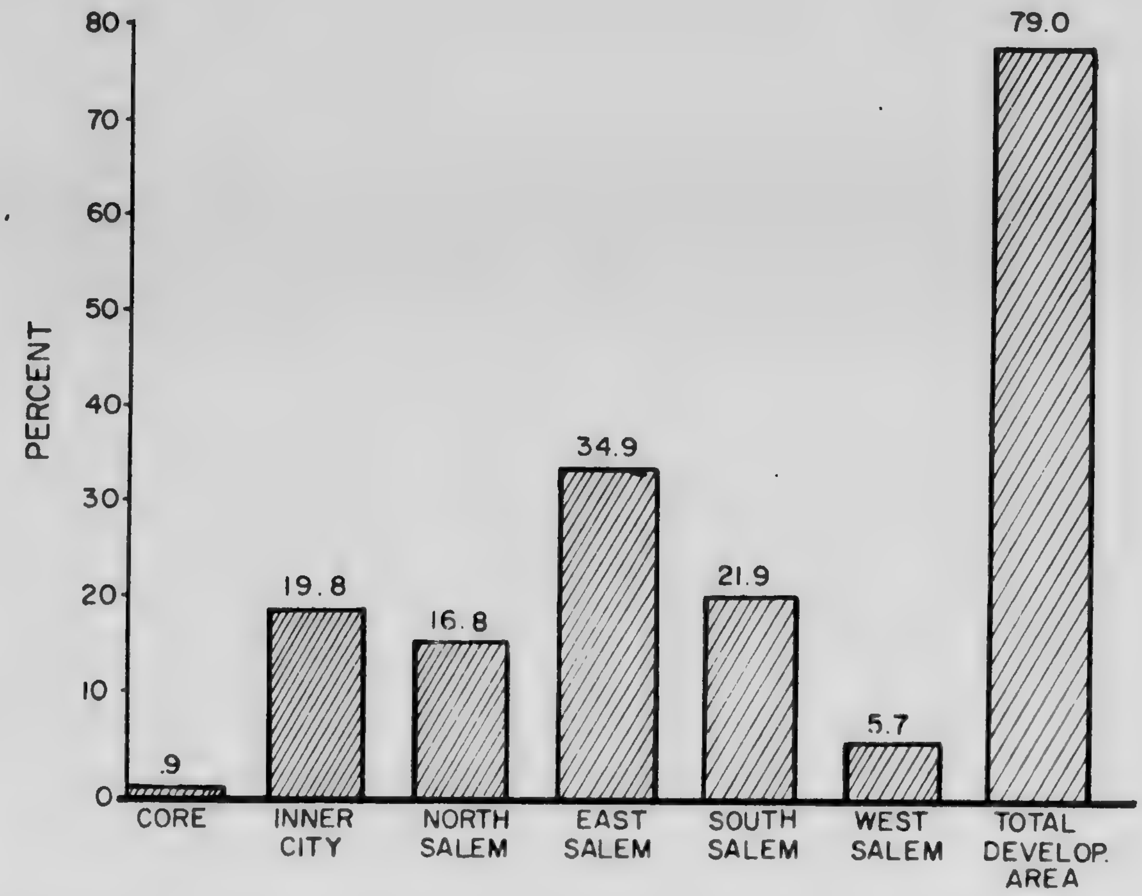
[3] 1970 Census of Population. The figure for 1978 is probably slightly lower due to removal of some housing units during the 1970-78 period.

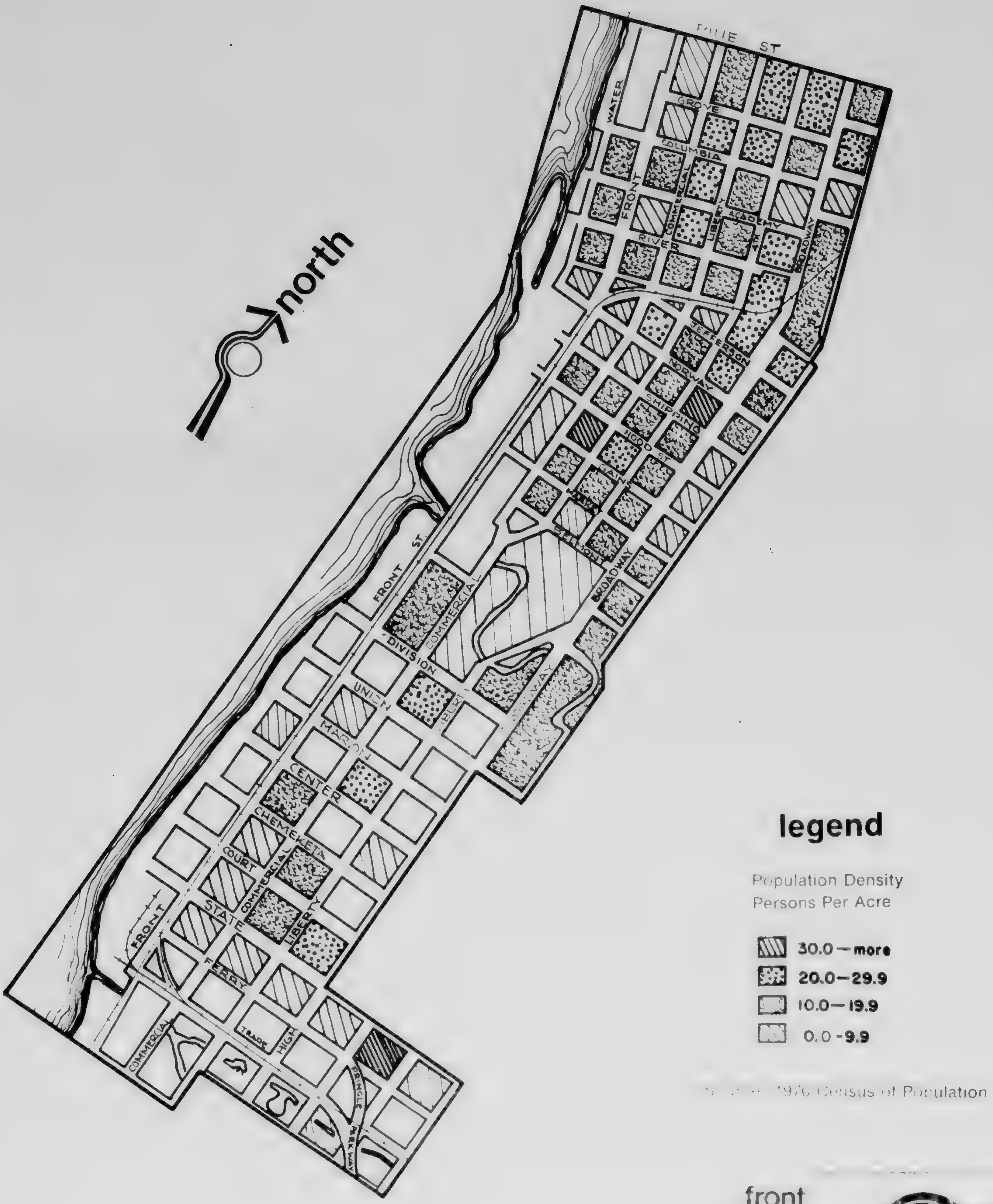


Source: Demolitions and New Construction of Residences in the Salem Area; Mid Willamette Valley Council of Governments.

front street bypass

Percent of All New Construction
(Single-Family and Multi-Family Units) by Sector
1970-1975

FIGURE 11


north
PINE ST
WATER
GROVE
COLUMBIA
FRONT
COMMERCIAL
LIBERTY
ACADEMY
RIVER
BROADWAY
JEFFERSON
NORWAY
SHIPPING
HOOD ST
FRONT ST
COMMERCIAL
DIVISION
UNION
BROADWAY
MARION
CENTER
CHEMEKETA
COURT
COMMERCIAL
LIBERTY
FRONT
STATE
FERRY
COMMERCIAL
TRADE
HIGH
PRINGLE PARKWAY
legend
Population Density
Persons Per Acre
▨ 30.0—more
▩ 20.0—29.9
☐ 10.0—19.9
☐ 0.0-9.9

Source: 1970 Census of Population

front
street
bypass

Density of Population
Front St. Bypass Project Study Area

FIGURE 12

the northern part of the project area, elderly in the south. The area contains no known concentrations of racial or ethnic minorities. Average household income is low in relation to the rest of the city. Renter-occupied housing units outnumber owner-occupied units almost 3 to 1. Turnover rates in housing units are high and the vacancy rate is more than twice the city average.

Population and housing characteristics of the project area are summarized in Table 11. Figure 12 shows the population density on a block by block basis.

The area's population has been steadily declining. This is evidenced by an overall decline in the number of housing units in the project area during recent years (although the number of multi-family housing units has increased). Land near the CBD is being increasingly converted from residential to commercial, public, semi-public and industrial uses as land values rise and older residential structures fall into disrepair. Land in the northern part of the project area is converting at a slower rate than land in the southern part, and the trend in the north is from single-family to multi-family residential rather than to commercial and industrial uses, due in large measure to residential zoning and to an abundance of commercially zoned land closer to the CBD. These trends are expected to continue. They are reinforced by zoning and planning policies which favor commercial, industrial, and public/semi-public development in and near the CBD and by what appear to be speculative motives on the part of many land owners close in, where the rate of absentee-ownership of residential structures is very high.

Table 11

Population and Housing Characteristics of
Front Street Bypass Project Area

	NUMBER OF PERSONS					YEAR-ROUND HOUSING UNITS		
Subarea	Total Population	In Group Quarters	Under 18 Years of Age	62 Years Of Age or Over	Total Year-Round Housing Units	One Unit Structures	10 or More Unit Structures	Owner Occupied
South	591	36	66	157	394	80	245	59
Central	843	38	152	225	492	155	60	70
North	1390	0	417	269	613	423	107	237
TOTAL	2824	74	635	651	1499	658	412	366

Source: 1970 Census of Population

Historic and Archeological Resources

The project area contains numerous properties which have historical or archeological significance or interest. These properties include buildings, sites or districts which are listed, nominated or eligible for the National Register of Historic Places and the Statewide Inventory of Historic Sites and Buildings. Depending upon the level of significance, these properties are given certain protection under Federal and State laws and regulations. Foremost among these laws is the National Historic Preservation Act of 1966, which established the National Register, a listing of each state's most important historic and archeological properties.

The Statewide Inventory is a continually updated record of historic and archeological sites and structures compiled by the State Historic Preservation Office. This inventory includes National Register listings and potential candidates for designation, and, also, some structures and sites of local historic interest which may not qualify for more protective designations.

An additional category of historic buildings is those properties which have not been identified and may or may not have future potential for recognition, but which do have local historic interest in terms of architectural merit, uniqueness or scarcity of style or historic value to the neighborhood. Some of these properties, as well as certain Statewide Inventory listings, may qualify for a measure of protection under Section 4(f) of the Department of Transportation Act of 1966.

Properties listed, nominated or eligible for the National Register or included in the Statewide Inventory are

(1) The Commercial Street Historic District, approved for nomination to the National Register by the State Advisory Committee on Historic Preservation and listed in the Statewide Inventory.

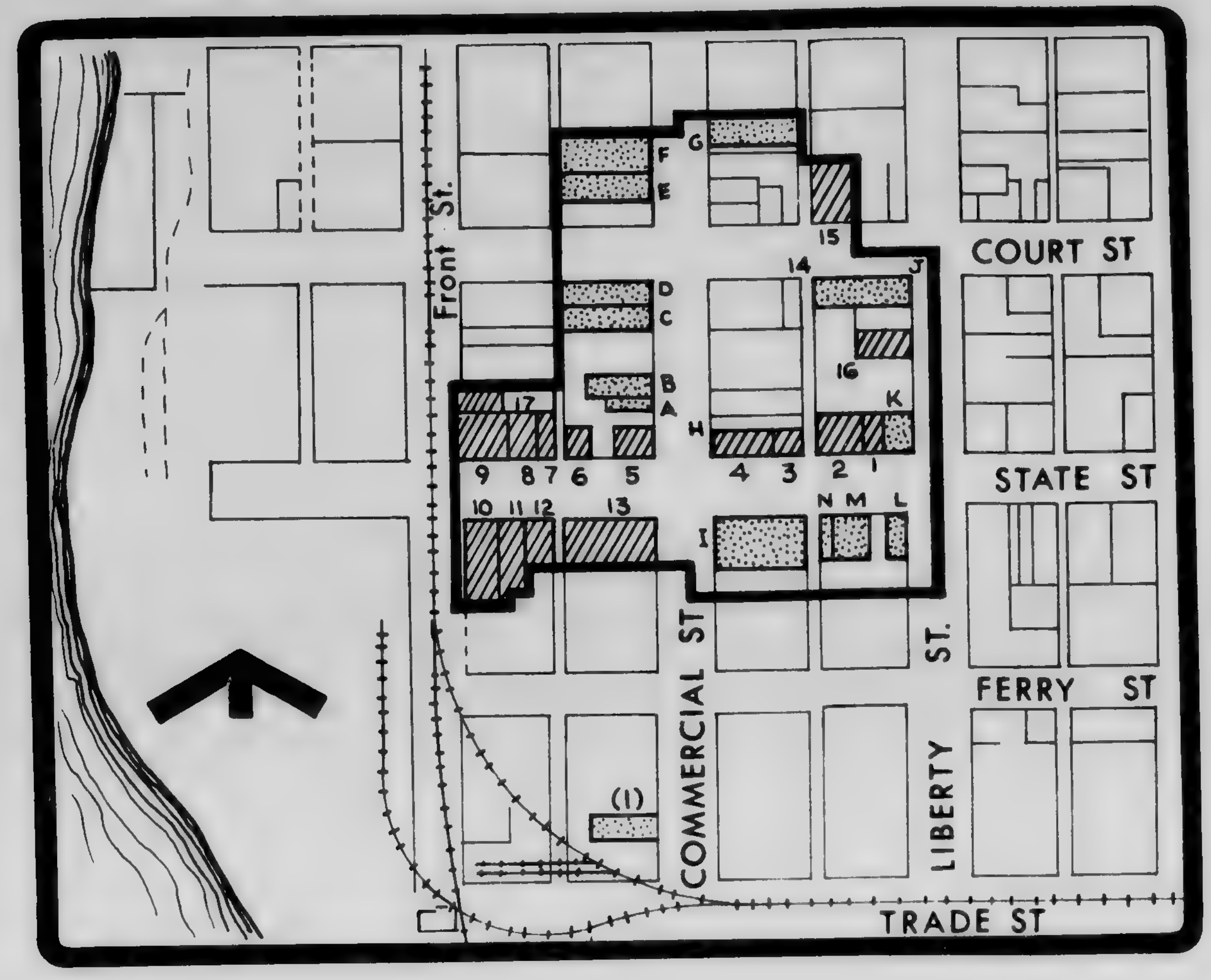
The historic district includes approximately three blocks in the early business center of the city and contains Salem's greatest concentration of late 19th and early 20th century architecture (See Figure 13). Collectively, the district has a general cohesiveness in scale, proportion and material, representing a variety of types and design treatments. The predominant architectural character along Commercial Street, the district's namesake, is one of brick masonry with cast iron decoration (See Figure 14).

Within the district are fourteen structures of primary significance including the Reed Opera House and the Bush-Breyman Block, which are listed in the National Register, and the Adolph and J. K. Gill Buildings, which have been approved for nomination. There are seventeen structures of secondary significance which, although perhaps not of individual landmark status, contribute to the overall character and contiguous nature of the district.

The western boundary of the district borders Front Street in the vicinity of the State Street intersection. At this location, three [illegible] secondary significance lie adjacent to the project alignment. All three are also listed in the Statewide Inventory, both as individual structures and components of the district.

The building at 200 State Street is of [illegible]-story brick construction in the simple commercial style of the late [illegible] early [illegible]th centuries. The

Commercial Street Historic District


COURT ST
STATE ST
FERRY ST
TRADE ST
Front St.
COMMERCIAL ST
LIBERTY ST.
A
B
C
D
E
F
G
H
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K
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N
1
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15
16
17
(1)

▩ Buildings of Primary Significance ·

A. Capital National Bank
129 Commercial N.E.
B. Breyman Block
147 Commercial N.E.
C. Strong Building
179 Commercial N.E.
D. Busch-Brey Building
197 Commercial N.E.
E. Starkey-McCully Building
223-233 Commercial N.E.
F. South First National Bank Building
247 Commercial N.E.
G. South Eldridge Block
240-254 Commercial N.E.
H. Dearborn Building
[illegible] Commercial N.E.
I. Ladd and Bush Bank
302 State
J. Reed Opera House
189 Liberty N.E.
K. Gray Building
105 Liberty N.E.
L. Livesley Building
[illegible] State
M. [illegible]
[illegible]
N. [illegible]
[illegible] State

▨ Buildings of Secondary Significance

1. Commercial Building
379-383 State
2. Commercial Building
357-363 State
3. Commercial Building
337-349 State
4. Lemler Building
327 State
5. Pioneer Trust Building
119 Commercial N.E.
6. Commercial Building
[illegible] State
7. [illegible] Army Building
[illegible]
8. Commercial Building
[illegible]
9. [illegible] Building
[illegible]
10. [illegible] Building
[illegible]
11. [illegible] Building
[illegible]
12. [illegible]
[illegible]
13. [illegible]
14. [illegible]

( ) [illegible]

front
street
bypass

FIGURE 13

LADD AND BUSH BANK COMMERCIAL STREET HISTORIC DISTRICT
(Photo courtesy of State Historic Preservation Office
Elizabeth Walton, 1971)

HISTORIC [illegible]
(Photo courtesy [illegible]
Office Elizabeth [illegible]

front
street
bypass

FIGURE 14

architecture and the period it represents make this structure a compatible feature of the historic district (See Figure 15).

The Commercial Building at 217 State Street and the adjoining structure, the D. A. White Warehouse, at 140 Front Street N.E., are also two-story brick construction. The architecture of the building at 217 State includes attractive ornamentation of the facade. Both structures contribute to the overall feeling and continuity of the district since many of the adjacent structures along State Street are of similar style, size, material and period of construction.

No other buildings within the historic district are located adjacent to the project alignment.

(2) The Gilbert House, 116 Marion Street, included in the Statewide Inventory and regarded by the State Historic Preservation Office as eligible for the National Register (See Figure 16).

This gracious home, circa 1890, is an excellent example of Queen Anne architecture with stick-style ornamentation, built by A. N. Gilbert, pioneer Salem postmaster. Gilbert also owned a large ranch in the Eola area, but resided in the Salem house a number of years. The original design amenities of the structure have been well preserved, and it is currently being used as an apartment complex.

The Gilbert property is located within a block of the alignment on Marion and Water Streets. It will be affected by proposed development of the waterfront area, a project which also involves the Front Street Bypass.

(3) Kelley Building, 263-267 Commercial S.E., listed in the Statewide Inventory and regarded as a potential satellite of the historic district. This two-story commercial building features attractive ornamentation of the red brick facade and is similar to other structures in the historic district. It could conceivably be included in the district or given separate historic designation (See Figure 15).

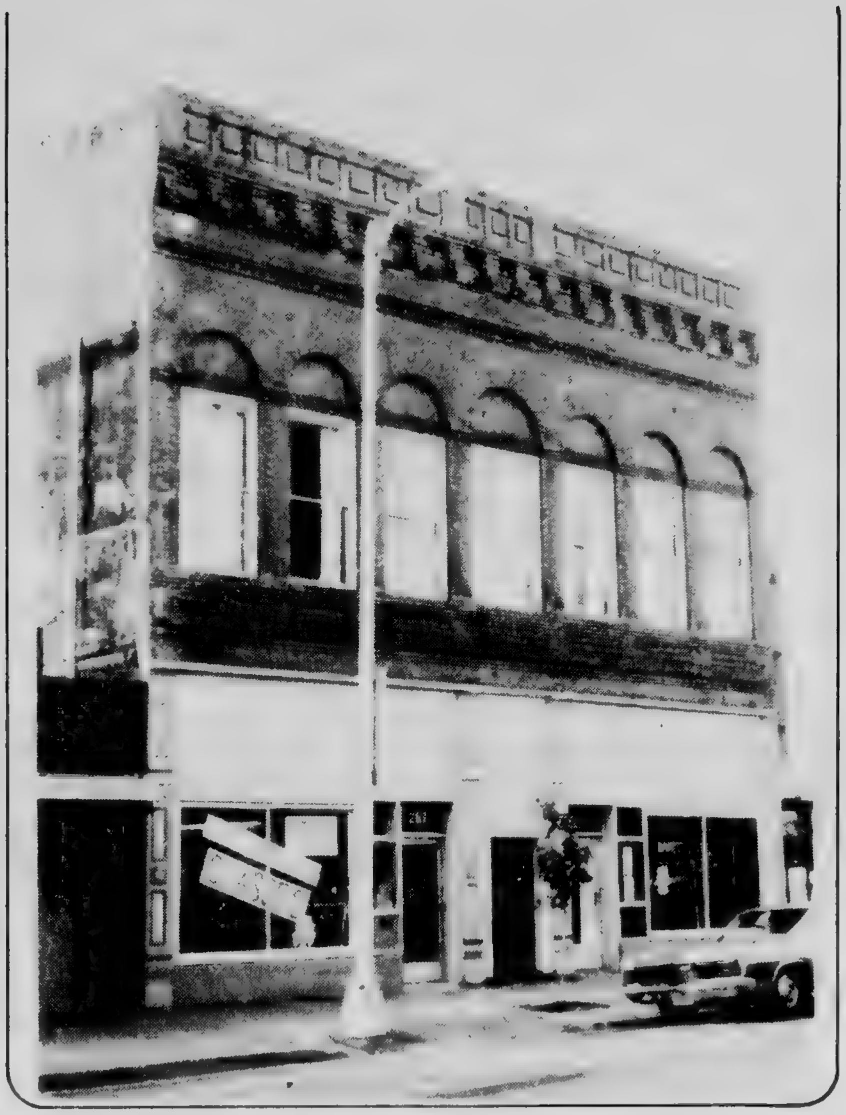
Properties of local historic interest include

(1) Cottages, 440, 448, 462, and 468 Water Street

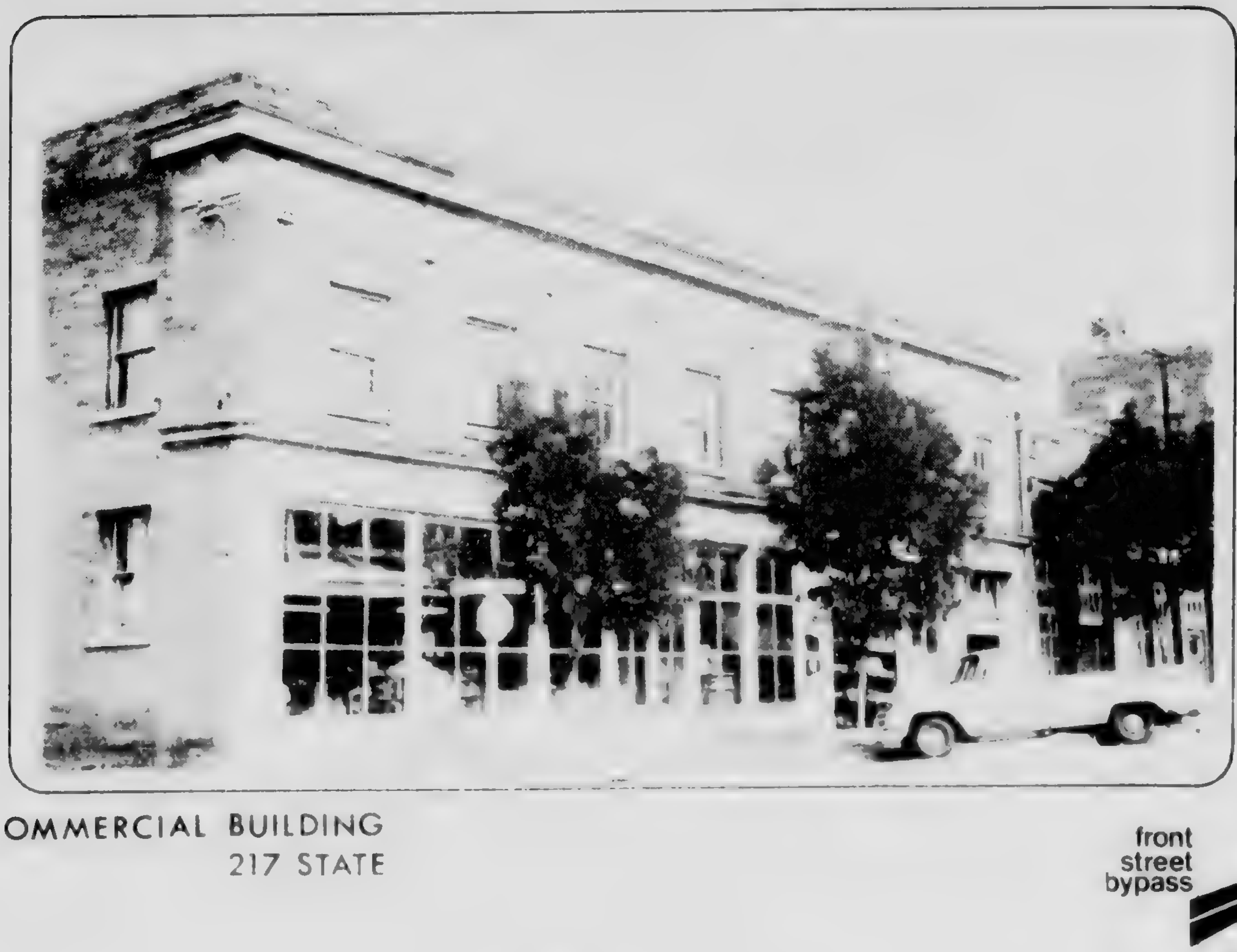
These small homes, located adjacent to the Gilbert property, are a representative cluster of the type of residences occupied by moderate income families in the early 20th century. Their historical appeal is primarily sociological in nature and has been recognized by some authorities in the field of historic preservation. Their architecture is typical of the modest bungalow style used extensively in this period. These properties are not currently included in the Statewide Inventory nor regarded as potential National Register listings.

(2) Residence, 1944 N.E. Liberty, an appealing cottage style of early 20th century vintage.

(3) Residence, 2440 N.E. Liberty, a 19th century farm style home.



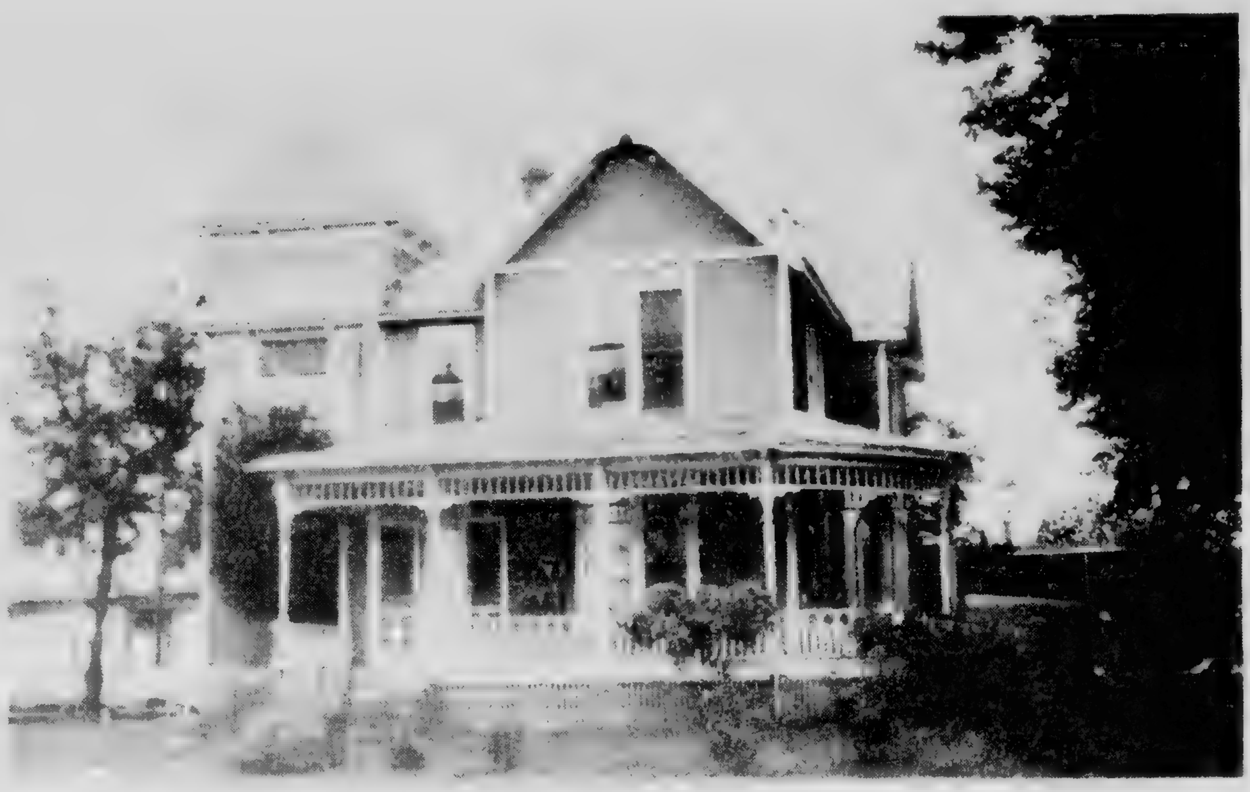
KELLEY BUILDING
263-267 SE COMMERCIAL



COMMERCIAL BUILDING
217 STATE

front
street
bypass

FIGURE 15



GILBERT HOUSE, 116 MARION

front
street
bypass

FIGURE 16

(4) Residence, 2288 N. E. Liberty, a two-story bungalow typical of early 20th century construction.

(5) Residence, 2055 N.E. Commercial, a unique period style cottage, and one of a contiguous group of four displaying similar architecture in this location.

(6) Residence, 2070 N.E. Commercial, a large bungalow featuring dormer window and eave returns on the roof line.

(7) Residences, 1900 block, east side of Commercial. The home at 1994 is an interesting example of porch roof and gable treatment, predating the turn of the century. Other vintage styles in this block include a two-story bungalow at #1922.

(8) Residence, 1850 N.E. Commercial, a popular style of the 1880's featuring patterned shingles and window ornamentation.

(9) Residences, 1376 and 1396 N.E. Commercial, two very similarly constructed Victorian style homes, circa 1880.

(10) Residence, 1188 N.E. Commercial, a house with patterned shingle decoration typical of the late 19th century.

(11) Residence, 823 N.E. Commercial, an early 20th century home with large verandah and period style gable window.

The Front Street Bypass project area has undergone extensive urban development. Since no parcels of previously undisturbed land remain, an archeological reconnaissance survey will not be required. Although originally occupied by tribes of the Calapuyan Indian Family, the project area contains no evidence of aboriginal habitation, such evidence as did exist having been obliterated by construction activities.

Utilities

Utilities services in the project area consist of sewer, water, storm drains, electricity, telephone, television cable, and natural gas. The latter four services are provided by private companies: electrical service by Portland General Electric and Salem Electric, telephone by Pacific Northwest Bell, natural gas by Northwest Natural Gas Company, and cable television by Viacom Cablevision of Salem.

Most storm drain lines are 8 to 18 inches in size within or crossing the project right-of-way. Main crossings occur at Union (42 inch), Center (36 inch), Marion ([illegible] inch), Gaines (30 inch), Norway (30 inch), South (36 inch), Columbia (30 inch), and Grove Street (42 inch). Street runoff from the Central Business District is collected in a storm drain system that ultimately discharges into the Willamette River at the east termini of Court, Chemeketa, Center and Marion Street bridges. A short segment of storm drain empties into Mill Creek at the Commercial Street crossing.

Main water lines are located along Ferry and Front Streets. A 16 inch main is located on Ferry Street between Church and Front Streets. A 12 inch line exists on Front Street between Court and Trade Streets and is approximately 4[illegible] inches deep. A 24 inch main occupies Front Street between Marion and Union Streets. North of Union Street the main is 16 inches to Pine Street.

The existing sewer system in Salem consists of a large collection network in metropolitan Salem and Keizer. The major system pumps sewage to the Willow Lake Sewage Disposal plant which is located west of Keizer. Sewers consists of mains on Ferry Street (18 inch), Court Street crossing Front Street (15 inch), Market Street crossing Front and Commercial Streets (15 inch), Liberty Street north of Belmont Street to Jefferson (24 inch), and 30 inch north to Pine Street. A 60 inch main occupies Commercial Street between Shipping and Pine Streets, and Shipping Street crossing Liberty Street and Broadway.

Salem Electric provides electrical services to the portion of Front Street between Ferry and Division Streets, and Portland General Electric serves the remainder of the project area. Portland General Electric has 57-KV subtransmission lines along Front Street between Trade and Center Streets and also along South Street between Front Street and McClain Substation located at Liberty and Jefferson Streets. In addition, there are 13-KV distribution lines along Front Street between Trade and Belmont Streets and along portions of Liberty and Commercial Streets. Salem Electric has 13-KV distribution lines underbuilt on PGE subtransmission poles along Front Street between Trade and Center Streets. There is also a 13-KV distribution line located in the alley west of Front Street between Center and Court Streets. Both PGE and Salem Electric locate their facilities within public rights-of-way along Front, Ferry, Trade, Liberty, Commercial and Broadway Streets under franchise agreements with the City of Salem. Relocation of these facilities within the right-of-way as a result of construction is done at the expense of the utility.

Pacific Northwest Bell telephone lines are currently overhead between Center and Division Streets and are planned to be undergrounded in this section. Lines are currently underground along Front Street south of Center Street. Along Liberty and Commercial Streets, lines share PGE distribution poles.

Northwest Natural Gas has mains located within the Front Street right-of-way between Trade Street and Chemeketa and Marion-Union Streets. There are also mains on Ferry and Trade Streets and crossings of Front Street at Ferry, State, Chemeketa and Division Streets. These mains are buried approximately 30 inches deep. Mains also exist on various sections of North Commercial and North Liberty Streets. These are small lines serving customers along these streets. A large (8-5/8 inch) main exists on Front Street between Marion and Pine Streets, serving industrial uses in that area.

In 1969 the City of Salem passed Ordinance 58-69 which established a program for undergrounding utilities in the downtown area of Salem. This ordinance required that overhead power distribution and telephone lines and cables be placed underground in an area bordered by Union Street, Trade Street, 12th Street, and Front Street. The area west of Front Street was not included. Also, the ordinance specifically exempted transmission lines exceeding 50-KV. Portland General Electric, Salem Electric, and Pacific Northwest Bell are presently in the final stages of undergrounding their utilities in the downtown area.

Presently, plans by Portland General Electric include relocation of overhead transmission and distribution lines as necessary within street rights-of-way. No undergrounding of facilities is anticipated other than in the downtown area east of Front Street. Portland General Electric plans to upgrade its transmission lines in the downtown area to 115-KV standards. Transmission lines along Front Street would be rebuilt using "[illegible]" construction on wood poles. This is a relatively new construction technique involving pole-mounted insulators rather than cross-arm construction, and poles are selected to blend in with the background. Along Liberty, Commercial, and Broadway Streets, overhead 13-KV distribution lines will be relocated as necessary. These may be rebuilt using "twiggy" construction if relocation is more than 3 feet; otherwise existing poles may be moved. Salem Electric does not plan to underground facilities west of Front Street, except along Marion Street between Water and Liberty Streets.

Pacific Northwest Bell plans to underground lines along Front Street between Center and Division Streets. Existing aerial lines west of Front Street between Center and Court Streets will probably be placed underground as part of future riverfront park development. There are no plans to underground telephone lines currently sharing PGE poles along Liberty and Commercial Streets. These lines will probably be moved as necessary when and if power lines are moved.

Sewer, water and storm drainage are municipal utilities existing in the current right-of-way. No major modifications are anticipated to these facilities. However, there will be necessary modifications as a result of construction.

Where there is realignment, vacation or acquisition of right-of-way, utility easements may be acquired or retained. This is the case with the southerly diagonal, where existing Front Street and Trade Street right-of-way adjacent to Boise Cascade will be vacated and right-of-way acquired for the southbound diagonal between Ferry Street and Commercial Street. The extent to which utilities easements will be retained or utilities relocated in this area is not presently known.

Both the Riverfront-Downtown Urban Renewal Plan and North Salem Urban Renewal Plan (See Chapter 4) have as objectives the placement of utilities underground wherever feasible. Both documents list project activities and controls which may be used under applicable state law (Oregon Revised Statutes Chaper 457) in relocating and planning of overhead utilities facilities and lines underground wherever feasible, and the Urban Renewal Agency may require private utilities to make such modifications and adjustments in accordance with applicable law and through cooperation with the agency.

Traffic

Currently the bulk of northbound and southbound traffic through the Salem Central Business District travels on Liberty Street (northbound) and Commercial Street (southbound). 1975 traffic volumes on these streets were between 14,000 to 20,000 ADT per leg (See Figure 17). Liberty and Commercial Streets are important shopping streets in the CBD and conflicts regularly occur on these streets between vehicles and pedestrians. Air and noise pollution levels on Liberty and Commercial Streets, though not dangerously high, are relatively high because of high traffic volumes, low speeds, and stop-start conditions.

Front Street currently carries relatively low traffic volumes, primarily because it is not presently an attractive route. Although the Front Street roadway is 76 feet wide, it has only one traffic lane each direction due to shoulders being used for loading, unloading, and parking, and the presence of Southern Pacific and Burlington Northern railroad tracks in the center of the roadway. Traffic volumes on Front Street are increasing, mainly because motorists are finding Front Street an alternative to the congestion on Liberty and Commercial Streets.

Front Street connects to Trade Street via an existing right-of-way adjacent to Boise Cascade. This connection will be replaced by a diagonal connection parallel to the existing Southern Pacific railroad tracks north of Frye Warehouse.

Trade Street currently carries two lanes of traffic westbound with parking on both sides.

Commercial Street north of Division Street to Mill Creek currently carries two northbound and two southbound traffic lanes with parking on both sides. Land uses become mixed in this section, which is transitional between the CBD and industrial and residential uses to the north. North of Mill Creek, Commercial Street is one-way southbound with two traffic lanes and one parking lane. Traffic volumes on Commercial Street are about 8400 ADT. Land uses on Commercial are transitional, containing older single-family residences and commercial and industrial uses.

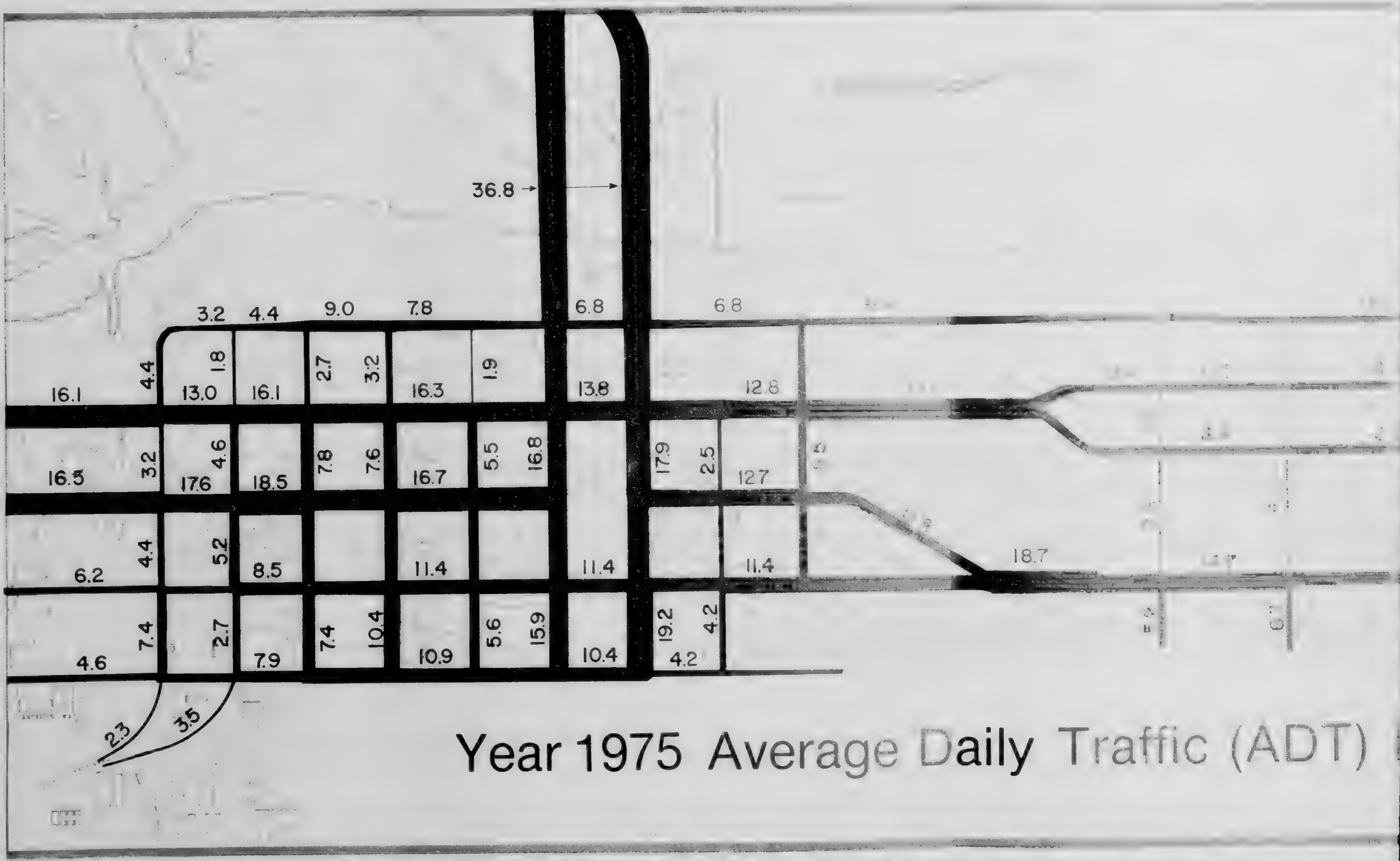
Liberty Street north of Mill Creek is one-way northbound and contains two traffic lanes and one parking lane. Traffic volumes are currently 6300 ADT. Land uses are mixed along Liberty Street but are predominantly residential.

The Burlington Northern railroad tracks on Front Street cross the North Commercial-Liberty Couplet at South Street. Southern Pacific tracks on Front Street are linked to their main lines at 12th Street by a connector running along Trade Street. These tracks also cross Union Street bridge and serve West Salem.

Southern Pacific operations vary during the year. Peak months are from June through September when a train leaves daily about noon and again at 6 p.m. from the 12th Street line and travels to West Salem to serve several canneries. Occasionally a 3 a.m. train runs also. Return time is about three hours later for each train. The rest of the year only the 6 p.m. train operates. The number of cars varies from two or three up to ten.

The City of Salem and the Mid Willamette Valley Council of Governments are presently beginning to implement an experimental Alternative Modes Program for the downtown and Capitol Mall areas. The boundary is similar to the boundary for the Regional Parking and Circulation Plan (See Figure 18), except that it extends to 17th Street. Several techniques are being evaluated to reduce the number of vehicles driven by employees -- such as carpooling, vanpooling and buspooling, staggered and flexible work hours, integration of transit (express buses), parking restrictions, park-and-ride stations, bicycling, and walking. If this project proves successful, traffic on the Front Street Bypass could be relieved somewhat and pedestrian/bicyclist safety could be enhanced. Since this project is still in its beginning stages, it is not possible to evaluate its future impact on traffic and safety.

A bus transit route currently uses the North Liberty-Commercial Couplet. This route currently serves only the area within the Salem city limits; service is provided within the Keizer area under contract between the Marion County Board of Commissioners and Hamman Stage Lines. Passengers picked up by the county service may make transfers to city service at Fred Meyer north. Negotiations are currently underway to expand bus service to Keizer on a more permanent basis. A ballot measure that would have established a mass transit district failed in November 1977. This district would have served urban areas within the Salem Urban Growth Boundary subject to further voter approval.


36.8
3.2
4.4
9.0
7.8
6.8
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16.1
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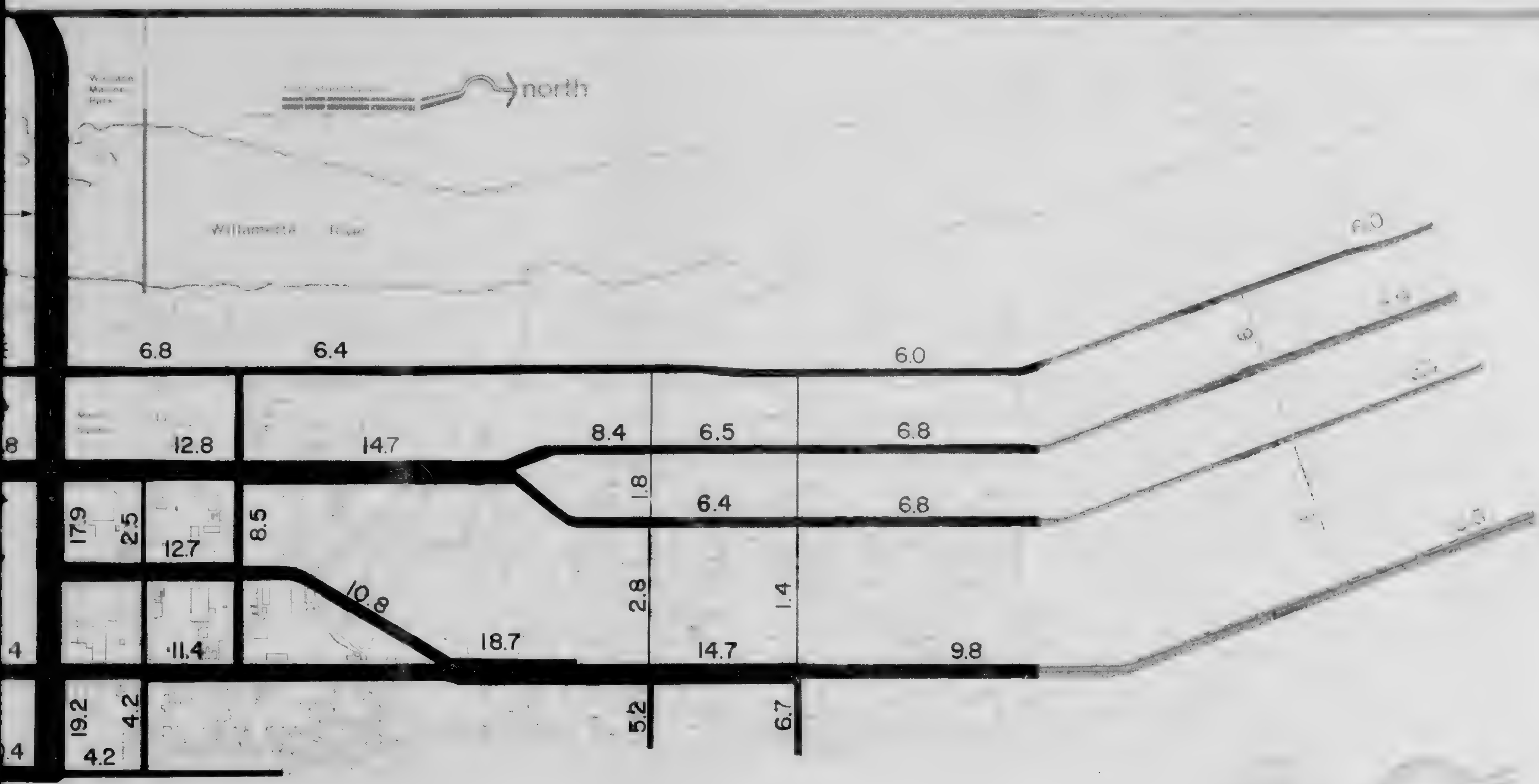
Year 1975 Average Daily Traffic (ADT)


north
Willamette River
6.8
6.4
6.0
.8
12.8
14.7
8.4
6.5
6.8
1.8
6.4
6.8
17.9
2.5
12.7
8.5
10.8
18.7
2.8
14.7
1.4
9.8
4
11.4
19.2
4.2
4.2
.4
5.2
6.7
6.0

975 Average Daily Traffic (ADT) In Thousands

Air Quality

The Front Street Bypass Project is located in the Portland Interstate Air Quality Control Region. The state implementation plan assigns this region a Priority I rating for total suspended particulates, carbon monoxide, and photochemical oxidants, and a Priority III rating for nitrogen oxide.[4] An analysis was conducted for the Salem Regional Parking and Circulation Plan, and the study area boundaries for this plan (See Figure 18) included most of the area within the Front Street Bypass Project. According to the plan, the study area during the final three months of 1974 had seven violations of the 8-hour carbon monoxide standard (See Table 12). An additional six violations were recorded during the same months in 1976 (See Table 13). The minimum standard for photochemical oxidants was also exceeded in the study area. Although the minimum air quality standards for carbon monoxide and photochemical oxidants are not presently being satisfied, the Oregon Department of Environmental Quality has indicated that compliance with regional air quality standards will be achieved by 1983. The Regional Parking and Circulation Plan indicates that no significant degradation of air quality will occur in the downtown Salem area through at least 1980. The Front Street Bypass Project meets the requirements established by the Department of Environmental Quality for an Indirect Source Construction Permit as provided in OAR Chapter 340, Section 20-115(b) (ii).

Table 12

1974 Violations of the 8-Hour CO Standard

Salem Downtown Area

Date	Concentration, mg/m^3 Maximum 8-Hour	 Maximum 1-Hour
October 16	13.3	20.7
October 24	10.5	23.0
October 25	10.8	15.0
November 4	10.5	15.0
November 12	12.9	17.3
December 30	10.6	15.0
State and Federal Standard	10	40

Location: Far West Federal Savings and Loan: Liberty and Center Streets.

Source: Regional Parking and Circulation Plan: Phase 1.

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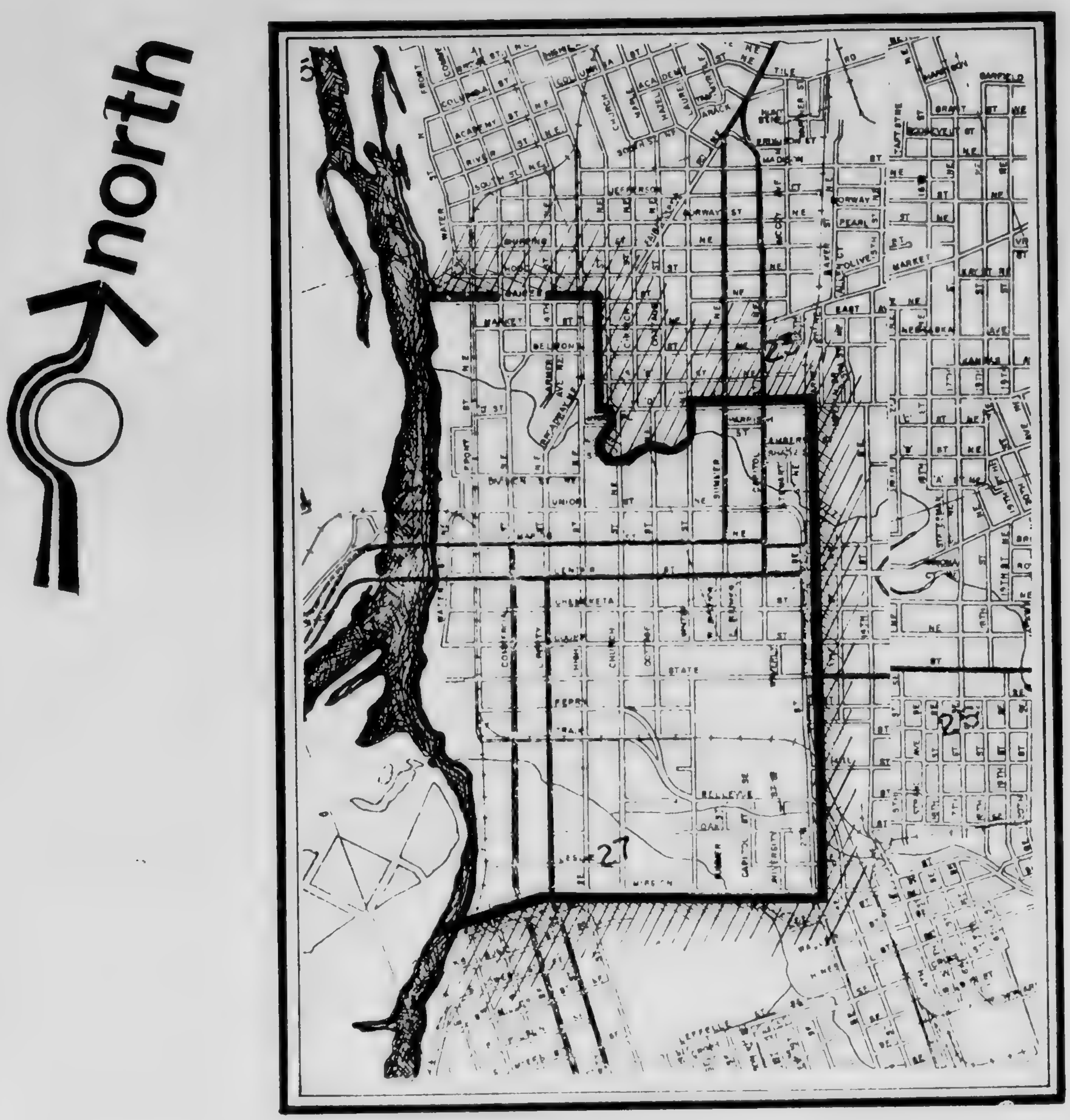
[4] A Priority I rating means that measurements of pollutants and/or estimates of population density indicate that control of pollution emissions is necessary; a Priority II rating means almost the same thing except that need for control action is marginal; a Priority III rating means that pollutant measurements and/or density estimates indicate that minimum air quality standards are probably not being exceeded and that control measures are therefore not necessary.


north
23
25
27

front
street
bypass

Regional Parking And
Circulation Plan Boundaries

FIGURE 18

Table 13

1976 Violations of the 8-Hour CO Standard

Salem Downtown Area

Date	Concentration, mg/m^3 Maximum 8-Hour	Maximum 1-Hour
October 13	11.0	14.9
November 3	10.1	17.3
November 8	11.9	21.8
November 19	10.2	14.9
November 30	10.6	24.1
December 1	10.5	17.2
State and Federal Standard	10	40

Location: Far West Federal Savings and Loan: Liberty and Center Streets.

Source: Regional Parking and Circulation Plan: Phase 1.

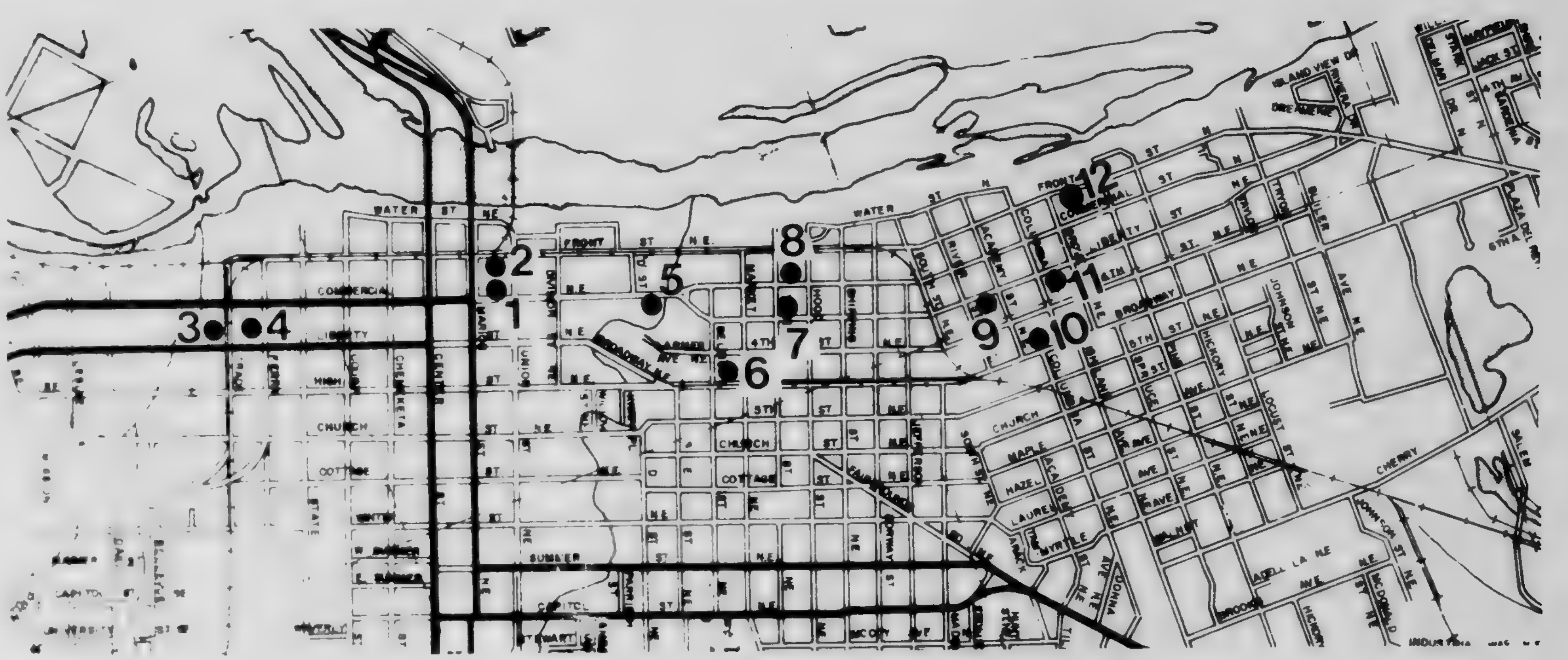
Acoustics

Noise measurements for the Front Street Bypass Project were made in October 1977 and January 1978 to establish ambient noise levels for calibrating a computer noise model. Measurement locations and recorded noise levels are shown in Figure 19. Recorded noise levels at sites 6 through 12 did not correlate well with computer predicted noise levels. The predicted levels are 2 to 10 dB higher, probably because they were calculated for the peak traffic hours (the measurements were not taken during these hours) and because other variables may not have been well correlated.

Measurements at Marion Square Park (sites 1 and 2) were affected by noise from the approach ramp to Marion Street Bridge. This is important because the presence of this elevated noise source will reduce the effectiveness of any measures to reduce noise levels at the park.

Existing (1977) noise levels at various project area locations are presented in Table 14. These levels were obtained from the above mentioned computer model. Currently, most residences and businesses along Commercial and Liberty Streets are impacted by noise levels that exceed the FHWA design noise guidelines (L_{10} 70dBA for residences and L_{10} 75dBA for businesses). The Commercial areas on Front Street are not currently impacted. At least 23 residences on North Liberty and North Commercial Streets are within 25 feet of the existing roadway. This close proximity to the roadway will limit the type and effectiveness of any noise attenuation barriers.

FRONT STREET BYPASS NOISE MEASUREMENT SITES AND AMBIENT NOISE LEVELS


1
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12
WATER ST
FRONT ST NE
COMMERCIAL
LIBERTY
HIGH
CHURCH
COTTAGE
CENTER
MARION
UNION
DIVISION
BROADWAY
CHEMEKETA
STATE
SUMMER
CAPITOL
MARKET
HOOD
SHIPPING
JEFFERSON
NORWAY ST
SOUTH ST
RIVER
ACADEMY
COLUMBIA
SPRUCE
HICKORY
LOCUST ST
JOHNSON
TRYON
BAKER
CHERRY
SALEM
HAZEL
MAPLE
LAURENCE
MYRTLE
DONNA
MCDONALD
PLAZA DEL REY
ISLAND VIEW DR

Measurement Site	1	2	3	4	5	6	7	8	9	10	11	12
Autos Per Hour	[illegible]	694	490	291	983	1170	407	508	313	507	429	359
Trucks Per Hour	99	57	24	3	79	26	40	29	9	36	43	50
Distance from Street	50'	50'	35'	31'	35'	50'	50'	50'	50'	50'	30'	50'
Time of Day	[illegible] AM	11:30 AM	1:30 PM	2:00 PM	3:15 PM	3:00 PM	2:15 PM	1:45 PM	1:30 PM	9:30 PM	2:15 PM	11:00 AM
L_{10} dBA	70	71*	66	65	71	67	63	66	65	66	71	68

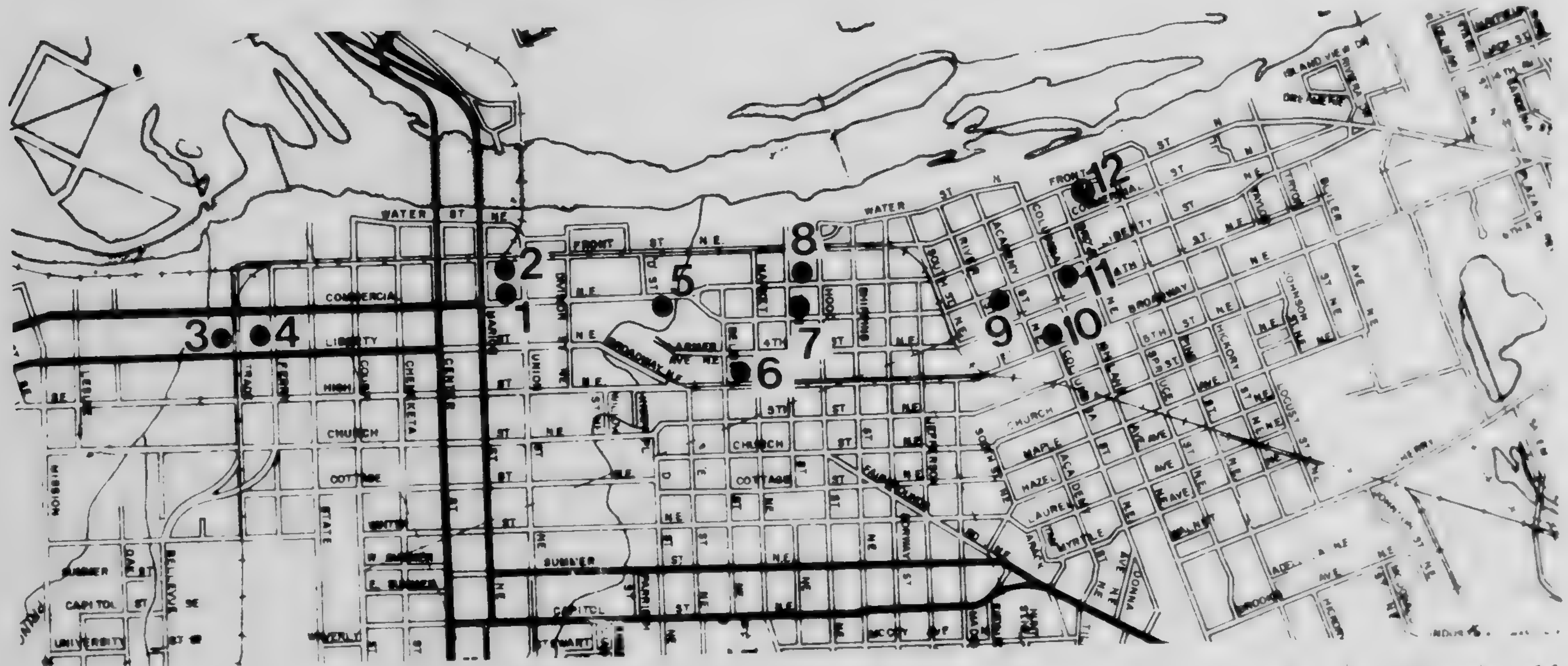
*Picking up noise from Marion Bridge

Note: Measurements made October 1977 and January 1978

front street bypass

FIGURE 19

FRONT STREET BYPASS NOISE MEASURMENT SITES AND AMBIENT NOISE LEVELS


1
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WATER ST NE
FRONT
COMMERCIAL
LIBERTY
HIGH
CHURCH
COTTAGE
CHEMEKETA
CENTER
MARION
UNION
DIVISION
BROADWAY
SUMMER
CAPITOL
MISSION
STATE
BELLEVUE
UNIVERSITY

Measurement Site	1	2	3	4	5	6	7	8	9	10	11	12
Autos Per Hour	890	694	490	291	983	1170	407	508	313	507	429	359
Trucks Per Hour	99	57	24	3	79	26	40	29	9	36	43	50
Distance from Street	50'	50'	35'	31'	35'	50'	50'	50'	50'	50'	30'	50'
Time of Day	11:00 AM	11:30 AM	1:30 PM	2:00 PM	3:15 PM	3:00 PM	2:15 PM	1:45 PM	1:30 PM	9:30 PM	2:15 PM	11:00 AM
L_{10}dBA	70	71*	66	65	71	67	63	66	65	66	71	68

*Picking up noise from Marion Bridge

Note: Measurements made October 1977 and January 1978

front street bypass

FIGURE 19

Table 14

1977 Predicted Ambient Noise Levels

Front Street Bypass Project

Location	L_{10} dBA Noise Level[1]	Location	L_{10} dBA Noise Level[1]
Commercial Street		Front Street	
Division-Union	73	Division-Union	73
Union-Marion	78	Union-Marion	73
Marion-Center	75	Marion-Center	73
Center-Chemeketa	76	Center-Chemeketa	73
Chemeketa-Court	75	Chemeketa-Court	73
Court-State	75	Court-State	73
State-Ferry	75	State-Ferry	73
Ferry-Trade	76	Ferry-Trade	75
Pine-Market[2]	66	Pine-Market[2]	67
Market-Division[2]	67	Market-Division[2]	67
Liberty Street		Trade Street	
Division-Union	72	Front-Commercial	75
Union-Marion	77		
Marion-Center	77	Broadway Street	
Center-Chemeketa	75	Pine-Market[2]	71
Chemeketa-Court	75	Market-Division[2]	72
Court-State	76		
State-Ferry	75	North Diagonal	
Ferry-Trade	74		
Pine-Market[2]	65		
Market-Division[2]	65	Division-Union	77

[1] 50 feet fron center line of near lane of existing street at peak traffic hour.

[2] North of Division Street

Source: Environmental Section, Oregon Department of Transportation

front
street
bypass

Compatibility with Plans and Policies

Chapter 4

Chapter 4

COMPATIBILITY WITH PLANS AND POLICIES

4-1 LAND USE AND TRANSPORTATION PLANS

The Salem Urban Area Comprehensive Plan is the comprehensive document recognized under state law as the overall land use, transportation, and public facilities plan for the Salem Urban Area. It incorporates more specific land use, transportation and public facilities plans, and where there are specific plans for given areas of the urban area, these plans are looked to for more detail. The Comprehensive Plan was adopted by the City of Salem in November 1973 after being adopted by the Marion County Planning Commission and Polk County Board of Commissioners. It is currently being revised to comply with State planning law (ORS 197). State law requires that all cities and counties adopt comprehensive plans that comply with goals established by the Land Conservation and Development Commission (LCDC). Plans that are currently adopted remain in effect until revised. It is anticipated that compliance will be achieved during 1979.

The Comprehensive Plan map (See Figure 20) is a general representation of the more specific CSDP, North Salem Urban Renewal Plan, Riverfront-Downtown Urban Renewal Plan, and Pringle Creek Urban Renewal Plan. These plans are consistent with one another. Specific plans that are a part of the Comprehensive Plan as they affect the study are

(1) Salem Urban Area Year 2000 Transportation Plan (SATS Plan) (See Figures 21 and 22)

The Salem Urban Area Year 2000 Transportation Plan provides the broad framework for the development of the Salem Urban Area's highway system, bridge structures and ramps, transit expansion and operation, and methods to resolve projected parking deficits within the downtown and Capitol Mall. The plan is intended to be adopted as the transportation element of the Salem Area Comprehensive Plan, and also includes Transportation System Management and Transportation Improvement Program elements which provide the basis for and incorporate Federal, State and local funding sources. Included in the TIP are the I-305 transfer projects, which include the Front Street Bypass System.

(2) Central Salem Development Plan (CSDP)

This plan was discussed briefly in Chapter 1. Its objectives are

(a) To fill in, intensify and retain existing businesses in the area already committed to the retail core; to prevent further fragmentation of core retailing activity;

(b) To relieve traffic congestion and conflicts between through traffic and traffic with destinations in Central Salem; to make walking and bicycling safer and more pleasant; to minimize railroad nuisance; to increase the net supply of parking spaces;

(c) To eliminate substandard buildings; to make every effort to rehabilitate existing buildings, especially those of historical and archeological importance;

(d) To protect good housing by requiring urban design standards and minimizing encroachment by incompatible uses; to increase total housing supply, particularly for low-moderate income persons;

(e) To provide sites for expansion of existing public agencies and institutions including the State Accident Insurance Fund, Marion County, Salem Hospital, and Willamette University;

(f) To take advantage of natural amenities by opening the city to the river and developing greenways along the creek;

(g) To adjust zoning, building and fire regulations and administrative policies as consistent with public safety to encourage attainment of objectives.

(3) Riverfront-Downtown Urban Renewal Plan (See Figures 23 through 25)

The Riverfront-Downtown Urban Renewal Plan was prepared to comply with Oregon Revised Statutes (ORS) Chapter 457, and was adopted by the Salem City Council in May 1975. It lists objectives, conceptual frameworks, methodologies and techniques for achieving objectives of the plan. The plan established a Riverfront Committee, which has been superseded by two Boards: the Downtown Development Board and the Parking District Board, whose functions are to advise on implementation of the plan. Objectives of the plan are

(a) To work with the project citizens advisory committee and subcommittees for maximum input and evaluation of all development recommendations;

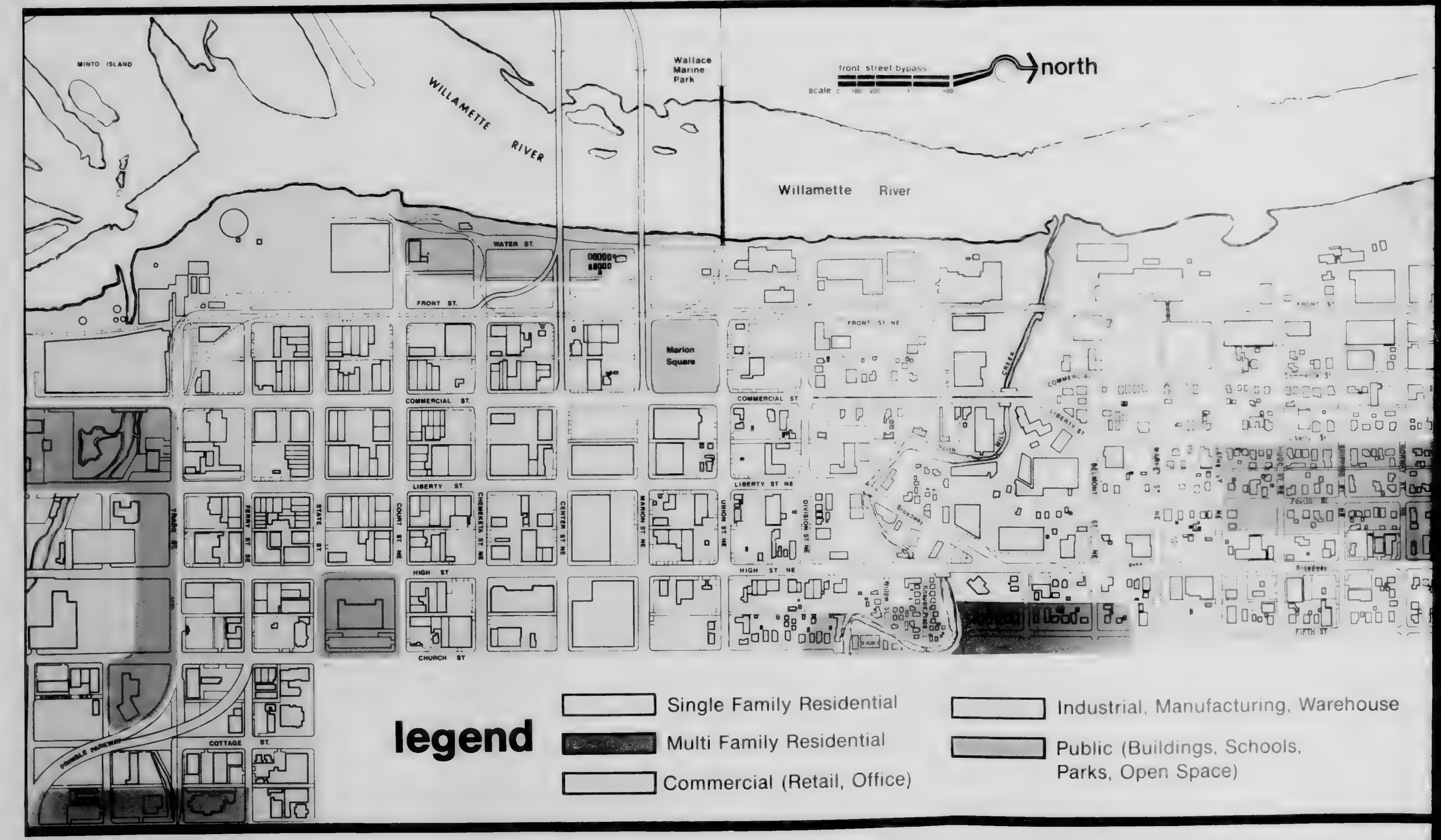
(b) To maintain the central core area as the dominant regional retailing and office development center;

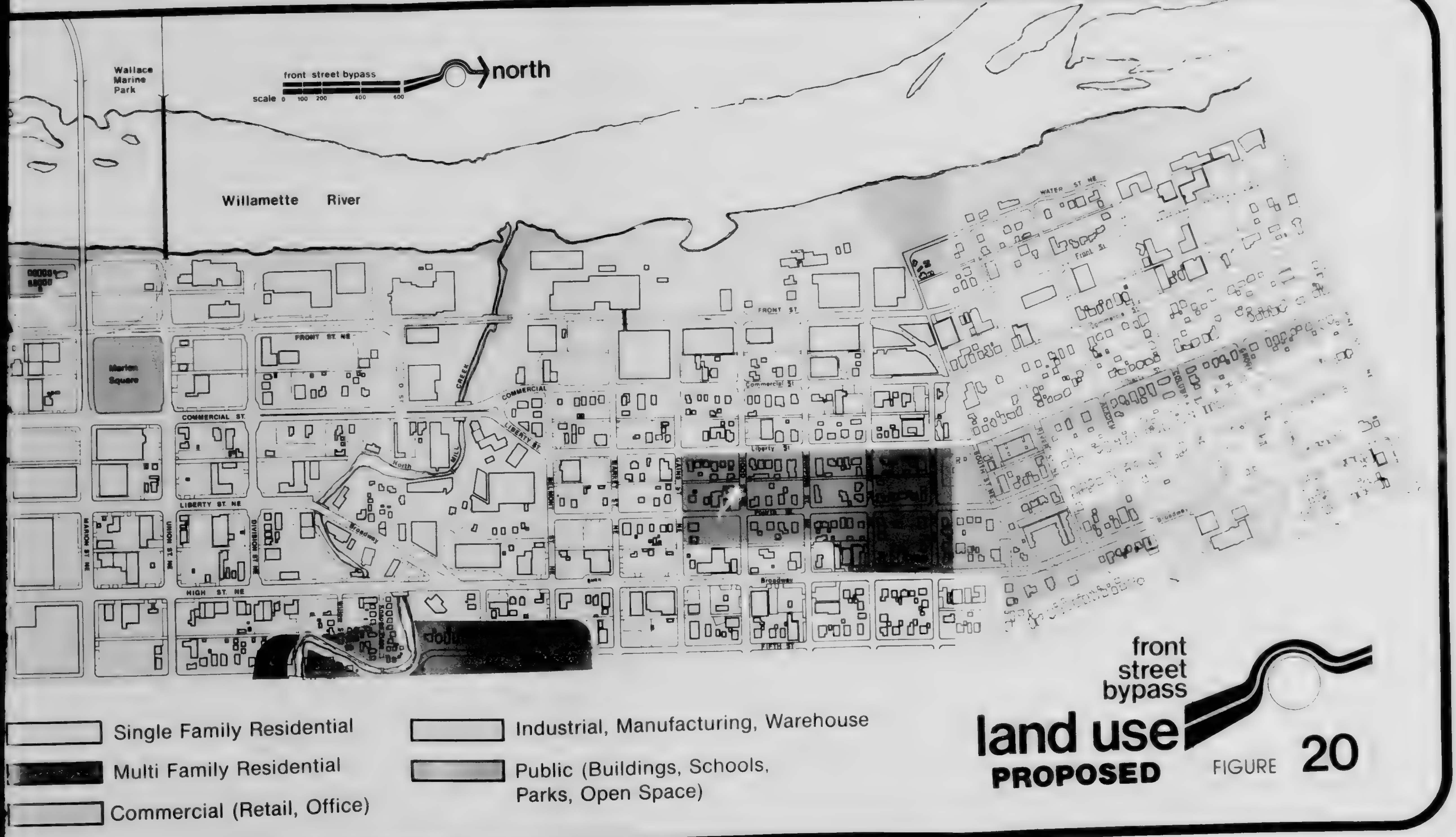
(c) To prevent further fragmentation of the central core retail and office development activity;

(d) To encourage the development of and provide sites for additional department store space of at least 72,000 square feet and additional retail space of 68,000 square feet;

(e) To improve the pedestrian flow and protection for pedestrians between the retail activities;

(f) To increase, equal to the need, the net supply of public off-street parking spaces within the project area;


MINTO ISLAND
WILLAMETTE RIVER
Wallace Marine Park
front street bypass
scale
north
Willamette River
WATER ST.
FRONT ST.
Marion Square
FRONT ST NE
COMMERCIAL ST.
COMMERCIAL ST
CREEK
MILL
LIBERTY ST.
LIBERTY ST NE
TRADE ST.
FERRY ST SE
STATE ST.
COURT ST NE
CHEMEKETA ST NE
CENTER ST NE
MARION ST NE
UNION ST NE
DIVISION ST NE
Broadway
HIGH ST
HIGH ST NE
CHURCH ST
FIFTH ST
PRINGLE PARKWAY
COTTAGE ST.
legend
Single Family Residential
Multi Family Residential
Commercial (Retail, Office)
Industrial, Manufacturing, Warehouse
Public (Buildings, Schools, Parks, Open Space)

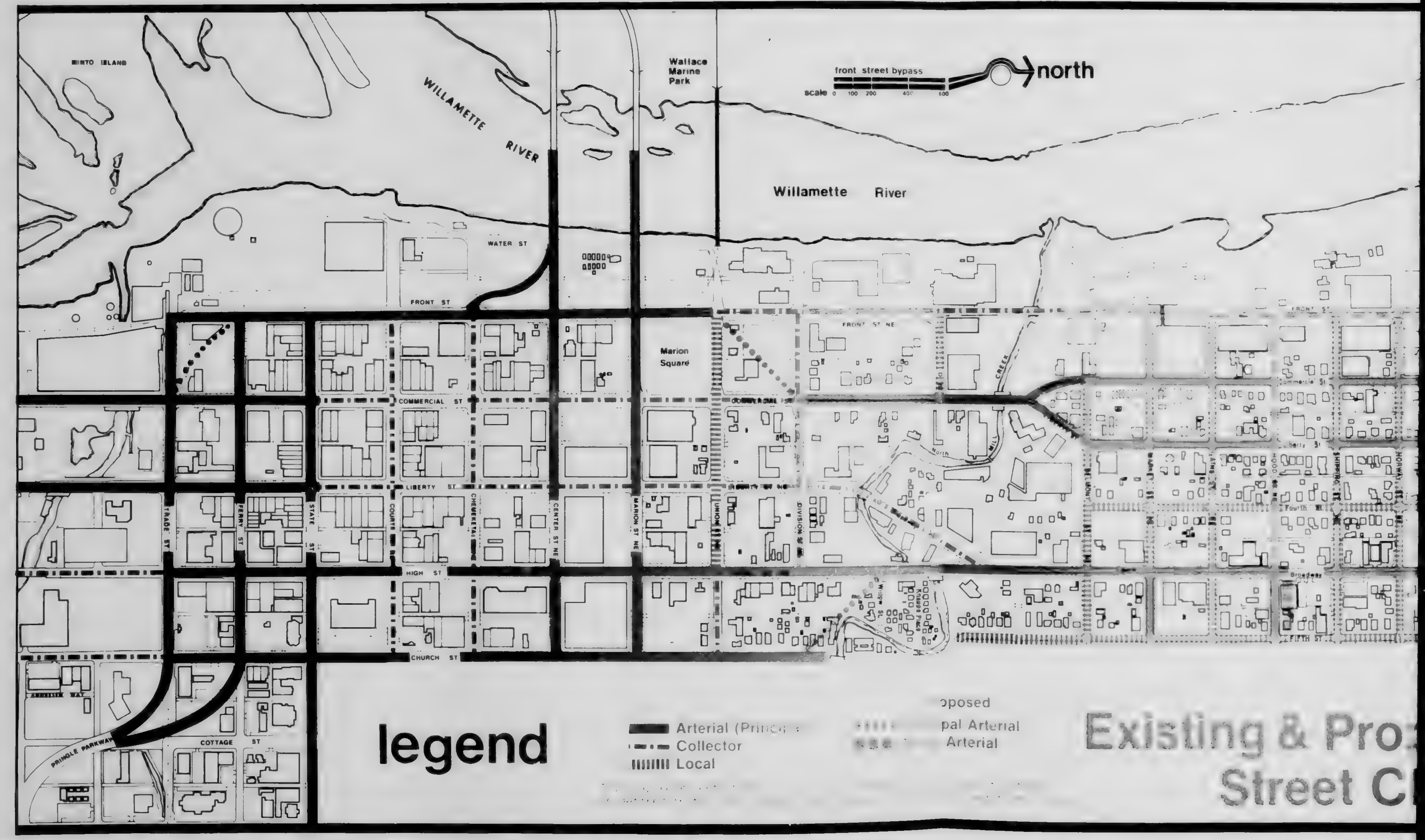

Wallace Marine Park
front street bypass
scale 0 100 200 400 600
north
Willamette River
Marion Square
FRONT ST NE
FRONT ST.
COMMERCIAL ST.
Commercial St
COMMERCIAL
LIBERTY ST
Liberty St
LIBERTY ST NE
North
MILL
CREEK
Broadway
MARION ST NE
UNION ST NE
DIVISION ST NE
HIGH ST NE
FIFTH ST
WATER ST NE
Front St
Single Family Residential
Multi Family Residential
Commercial (Retail, Office)
Industrial, Manufacturing, Warehouse
Public (Buildings, Schools, Parks, Open Space)

front street bypass

land use

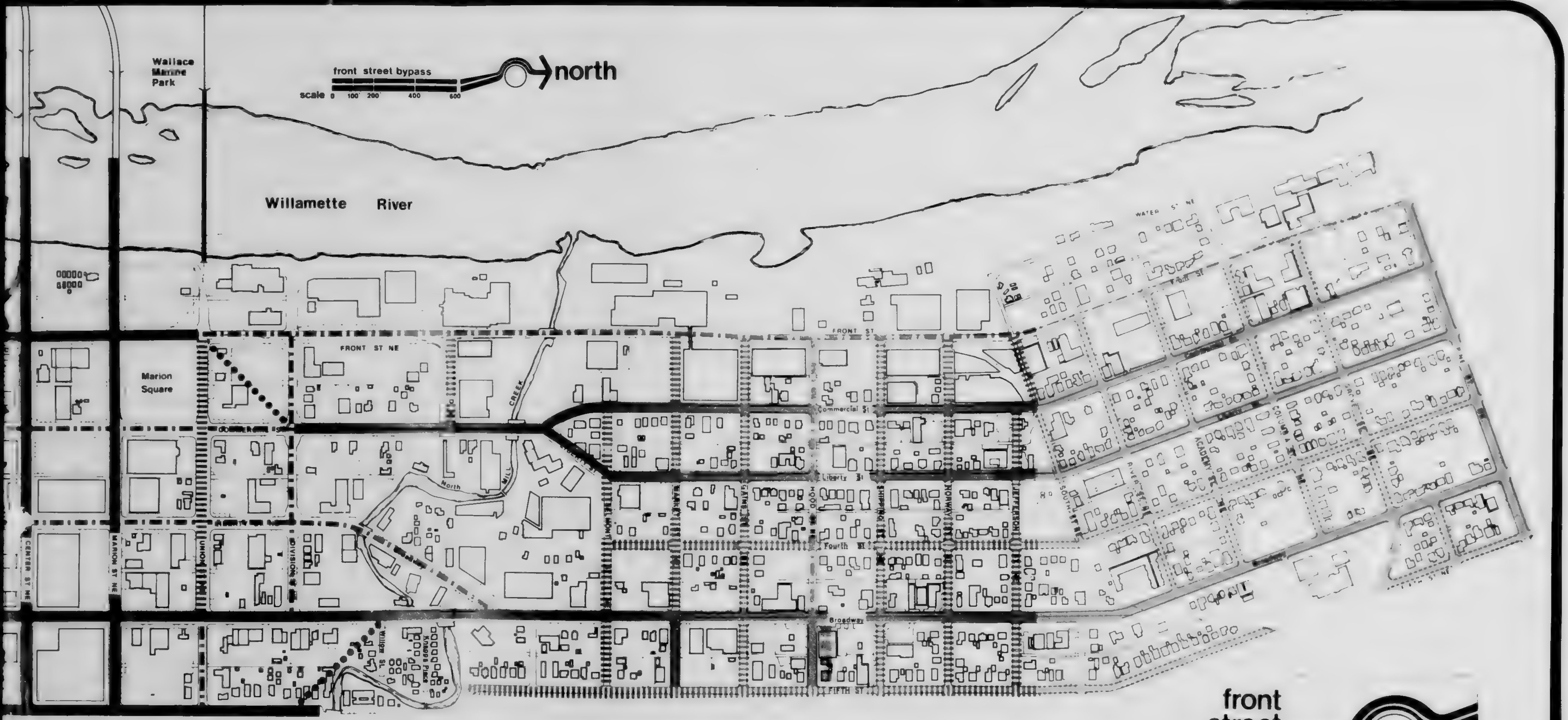
PROPOSED

FIGURE 20



MINTO ISLAND
WILLAMETTE RIVER
Willamette River
Wallace Marine Park
front street bypass
scale 0 100 200 400 600
north
WATER ST
FRONT ST
FRONT ST NE
Marion Square
MILL CREEK
COMMERCIAL ST
LIBERTY ST
HIGH ST
CHURCH ST
TRADE ST
FERRY ST
STATE ST
COURT ST
CHEMEKETA ST
CENTER ST NE
MARION ST NE
UNION ST NE
DIVISION ST NE
BELMONT
Broadway
FIFTH ST
Fourth
SHIPPING
NORWAY
PRINGLE PARKWAY
COTTAGE ST
legend
Arterial (Princi
Collector
Local
posed
pal Arterial
Arterial

Existing & Pro
Street C


Wallace Marine Park
front street bypass
scale 0 100' 200' 400 600
north
Willamette River
Marion Square
FRONT ST NE
FRONT ST
WATER ST NE
CENTER ST NE
MARION ST NE
UNION
DIVISION
COMMERCIAL
North MILL CREEK
Commercial St
Liberty St
Fourth St
Broadway
FIFTH ST
BELMONT
MARKET
GAINES
HOOD
SHIPPING
NORWAY
JEFFERSON
SOUTH
RIVER
ACADEMY
COLUMBIA
Willow St
Knapps Place

front street bypass

Existing & Proposed SATS Street Classifications

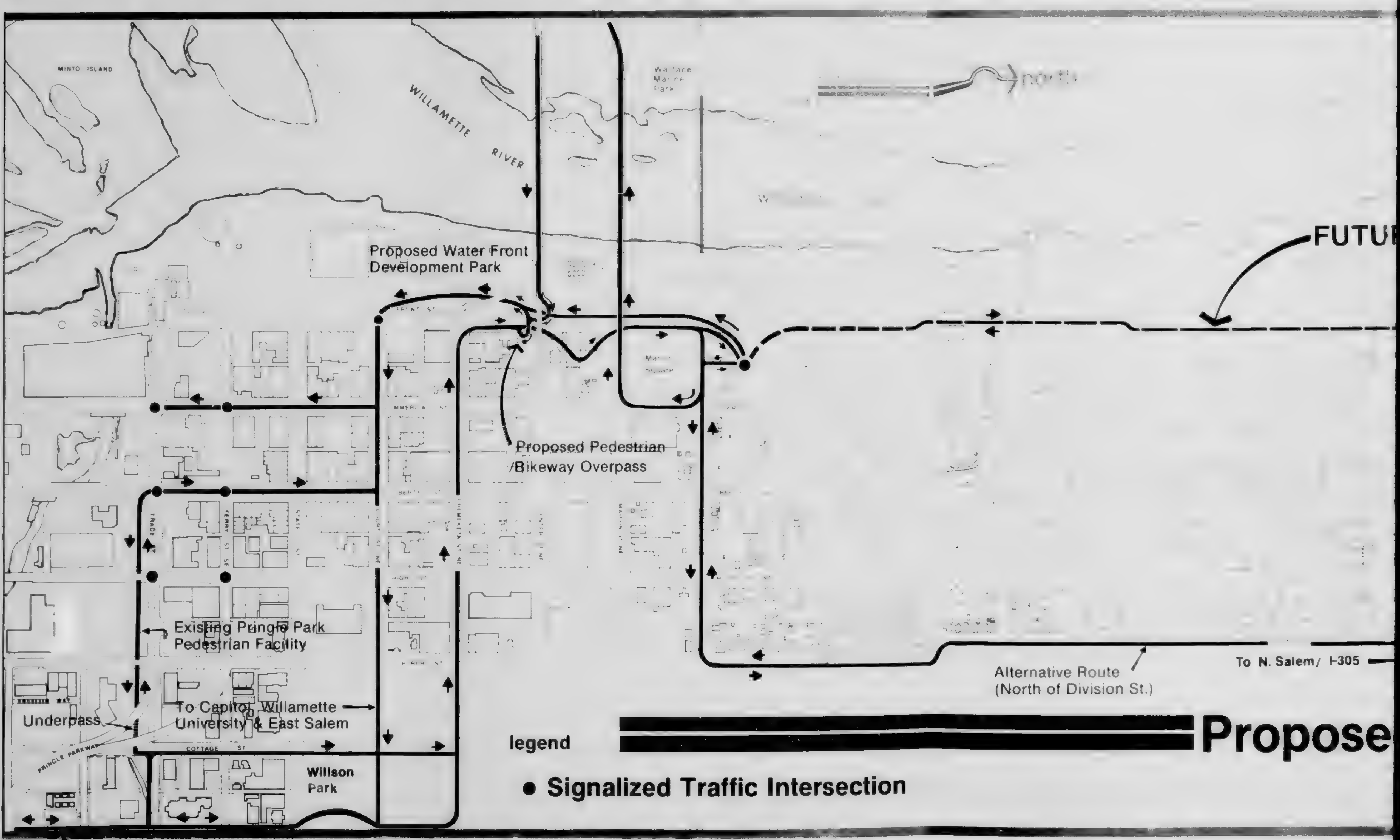
FIGURE 21

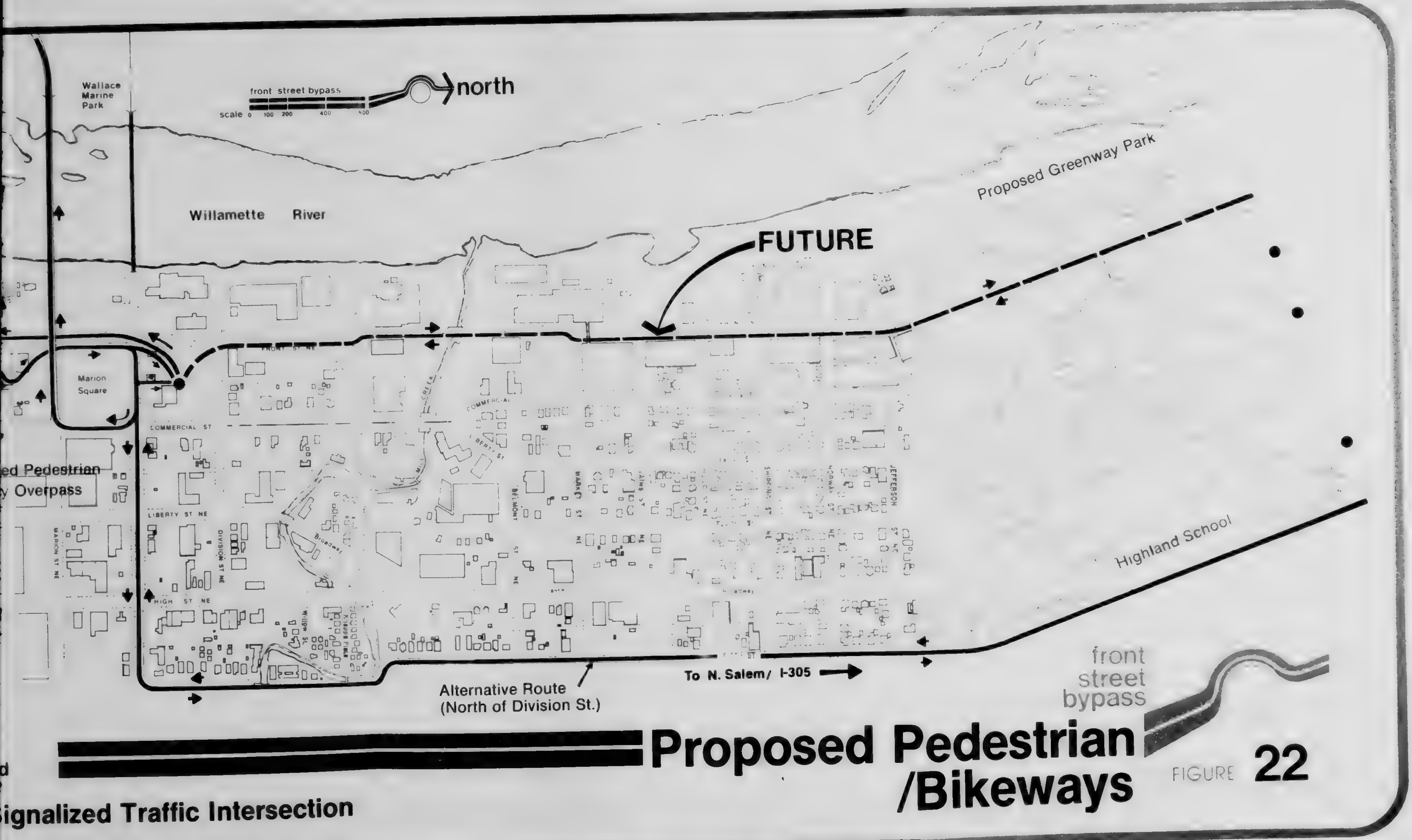
- Arterial (Principal)
- Collector
- Local

Proposed

- Principal Arterial
- Minor Arterial

This map represents both existing and [illegible] classifications as defined in the SATS Right-of-Way Study, [illegible] noted.


Propose
FUTU
legend
● Signalized Traffic Intersection
MINTO ISLAND
WILLAMETTE RIVER
Wallace Marine Park
north
Proposed Water Front Development Park
Proposed Pedestrian /Bikeway Overpass
Existing Pringle Park Pedestrian Facility
To Capitol, Willamette University & East Salem
Underpass
PRINGLE PARKWAY
COTTAGE ST
TRADE ST
FERRY ST SE
STATE ST
Willson Park
Alternative Route (North of Division St.)
To N. Salem/ I-305


Wallace Marine Park
front street bypass
scale 0 100 200 400 600
north
Willamette River
Proposed Greenway Park
FUTURE
Marion Square
FRONT ST NE
COMMERCIAL ST
LIBERTY ST NE
MARION ST NE
DIVISION ST NE
HIGH ST NE
Broadway
BELMONT
MARKET ST NE
SHIPPING ST
NORWAY ST NE
JEFFERSON ST NE
Highland School
Alternative Route (North of Division St.)
To N. Salem/ I-305
ed Pedestrian
y Overpass
d
ignalized Traffic Intersection
front street bypass

Proposed Pedestrian /Bikeways

FIGURE 22

(g) To encourage private restoration, rehabilitation and development both within and adjacent to the project area through public improvements in the project area;

(h) To encourage and explore funding methods for the preservation or reuse of historically or architecturally significant buildings in the retail core area;

(i) To adjust zoning, building codes, fire regulations and administrative policies consistent with public safety, and to encourage rehabilitation and reuse of existing buildings;

(j) To protect existing housing stock by encouraging rehabilitation and to encourage the conversion of existing suitable structures to residential use in the project area;

(k) To encourage the development of new housing through the use of legislative measures such as the tax abatement provisions of HB 2343;

(l) To increase the total housing supply adjoining the retail core;

(m) To relieve traffic congestion and conflicts arising between cross town traffic and traffic destined for downtown Salem by improving Front Street, minimizing the railroad conflicts through track consolidation and relocation, and encouraging the use of mass transit;

(n) To improve present public streets and alleys by the installation of new surfacing, curbs, gutters, sidewalks and placing of visually integrated street furniture, and to develop and improve the street lighting system;

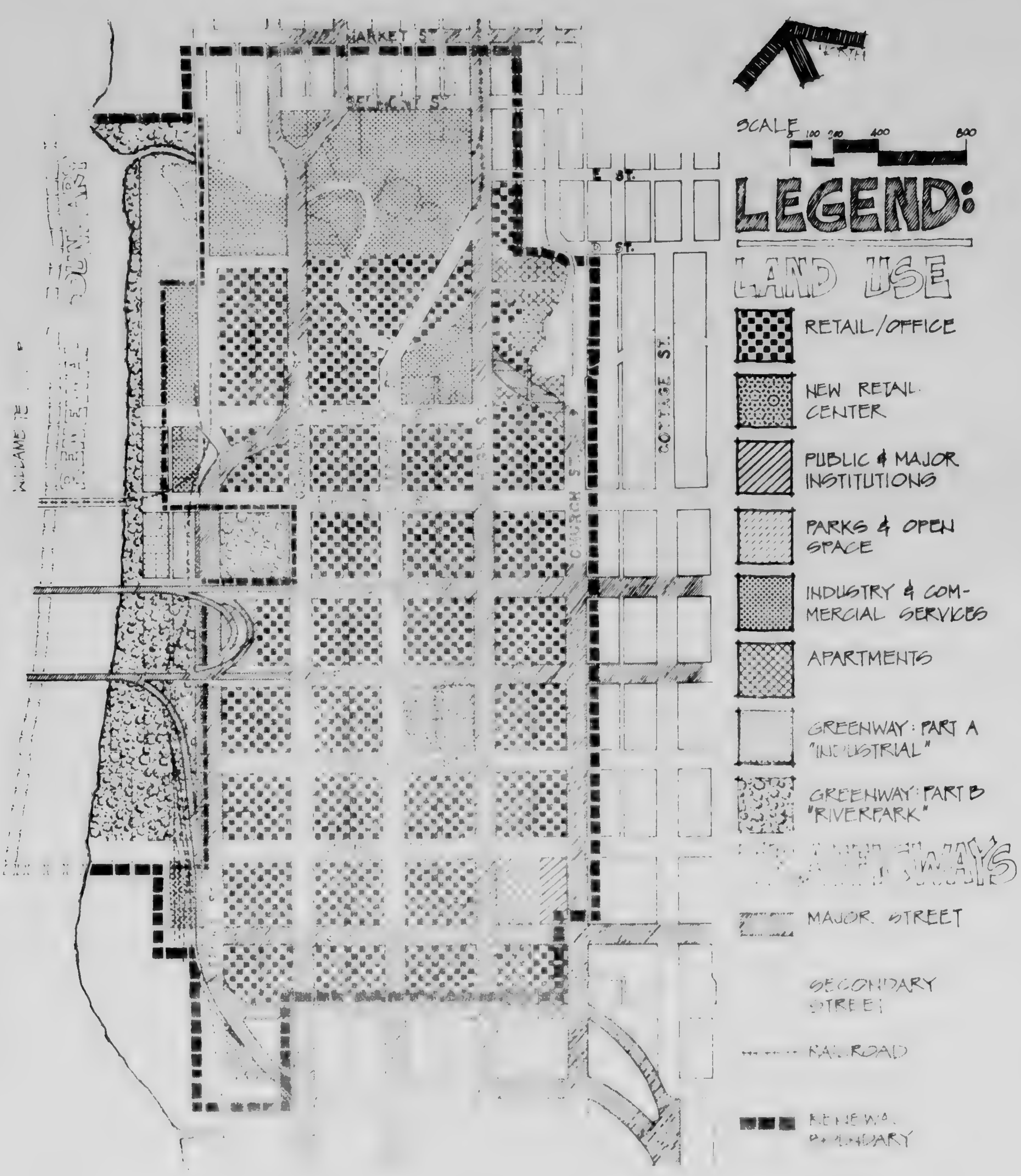
(o) To develop public areas and compatible private uses through the Willamette Greenway Program along the east bank of the Willamette River in order to utilize the natural amenity this waterway affords, and facilitate safe pedestrian and bicycle movement;

(p) Where necessary, to construct, install and replace new publicly owned utility systems such as water, storm drains and sanitary sewers where existing systems are inadequate, undersized, or substandard;

(q) To provide good pedestrian and vehicular access to the riverfront.

(4) North Salem Urban Renewal Plan (Neighborhood Development Program)

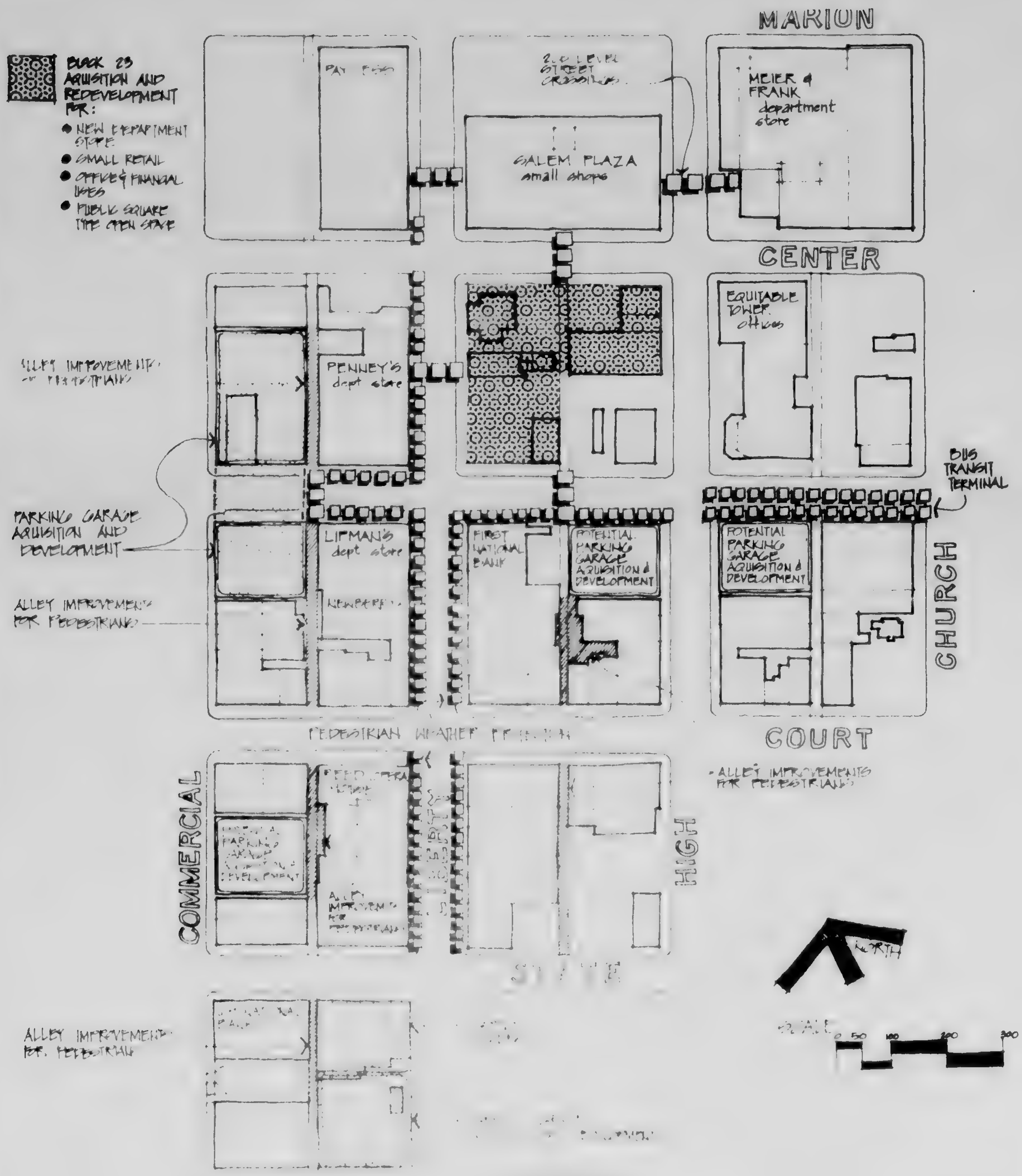
The North Salem Urban Renewal Plan was developed as a Neighborhood Development Program pursuant to ORS Chapter 457 to qualify for federal assistance for neighborhood rehabilitation, and was adopted by the Salem City Council on August 14, 1972. It includes land use maps and standards, controls, and techniques. The Plan has been amended from time to time, the most recent being October 1977. Plan objectives include


MARKET ST.
BELMONT ST.
E ST.
D ST.
COTTAGE ST.
CHURCH ST.
WILLAMETTE
NORTH
SCALE
100
200
400
800
LEGEND:
LAND USE
RETAIL/OFFICE
NEW RETAIL CENTER
PUBLIC & MAJOR INSTITUTIONS
PARKS & OPEN SPACE
INDUSTRY & COMMERCIAL SERVICES
APARTMENTS
GREENWAY: PART A "INDUSTRIAL"
GREENWAY: PART B "RIVERPARK"
WAYS
MAJOR STREET
SECONDARY STREET
RAILROAD
RENEWAL BOUNDARY

front
street
bypass

General Land Use Plan

Figure 23

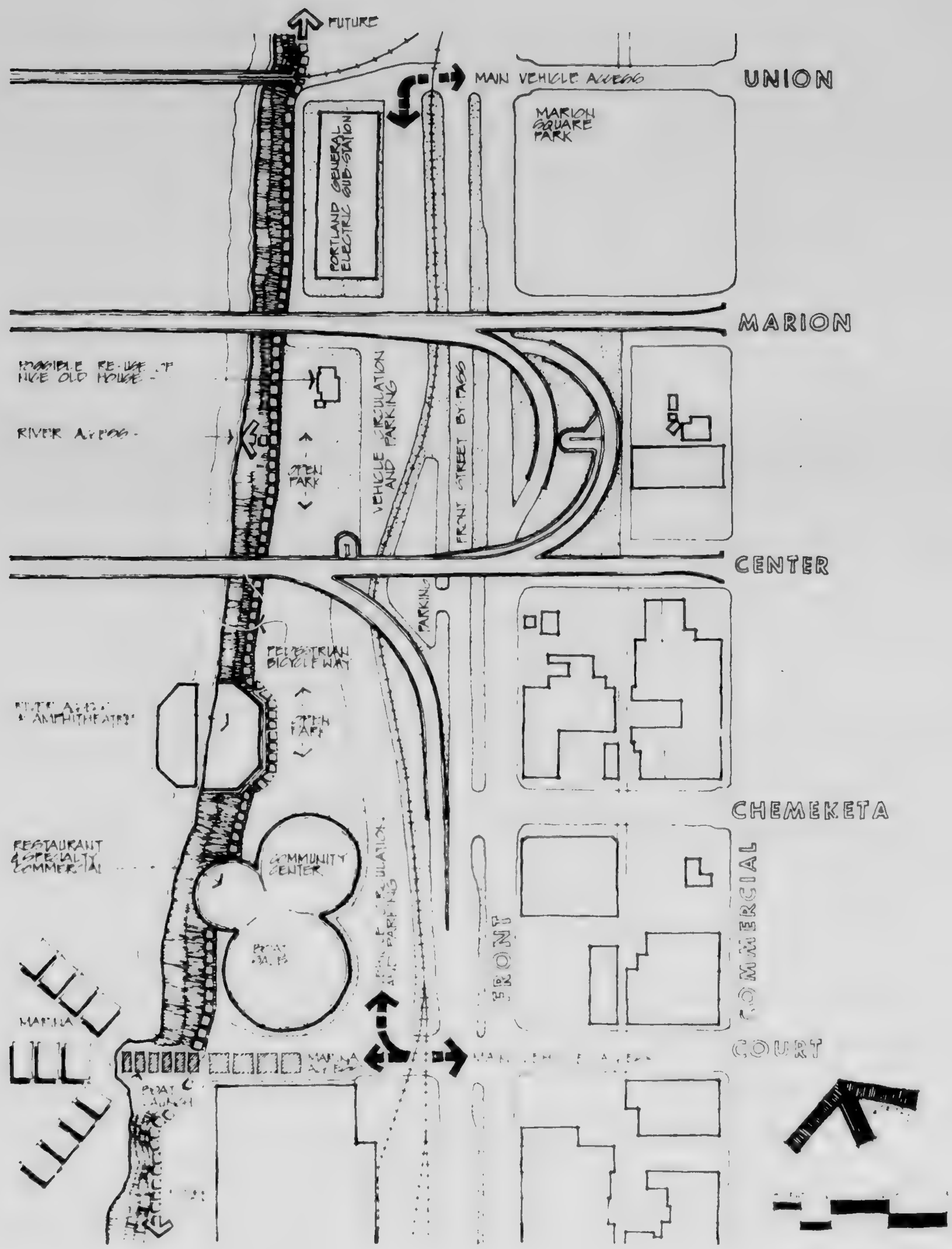

MARION
CENTER
CHURCH
COURT
COMMERCIAL
HIGH
LIBERTY
STATE
BLOCK 23 AQUISITION AND REDEVELOPMENT FOR:
● NEW DEPARTMENT STORE
● SMALL RETAIL
● OFFICE & FINANCIAL USES
● PUBLIC SQUARE TYPE OPEN SPACE
PAY LESS
2ND LEVEL STREET CROSSINGS
SALEM PLAZA small shops
MEIER & FRANK department store
EQUITABLE TOWER offices
PENNEY'S dept store
LIPMAN'S dept store
NEWBERRY'S
FIRST NATIONAL BANK
POTENTIAL PARKING GARAGE AQUISITION & DEVELOPMENT
BUS TRANSIT TERMINAL
ALLEY IMPROVEMENTS FOR PEDESTRIANS
PARKING GARAGE AQUISITION AND DEVELOPMENT
PEDESTRIAN WEATHER PROTECTION
REED OPERA HOUSE
NORTH
SCALE 0 50 100 200 300

front
street
bypass

FIGURE 24

Proposed Development Plan for Retail Center

Source: Riverfront [illegible]
Urban [illegible]
Oregon, May [illegible] 1977


FUTURE
MAIN VEHICLE ACCESS
UNION
PORTLAND GENERAL ELECTRIC SUB-STATION
MARION SQUARE PARK
MARION
POSSIBLE RE-USE OF NICE OLD HOUSE
RIVER ACCESS
OPEN PARK
VEHICLE CIRCULATION AND PARKING
FRONT STREET BY-PASS
CENTER
PARKING
PEDESTRIAN BICYCLE WAY
AMPHITHEATRE
OPEN PARK
CHEMEKETA
RESTAURANT & SPECIALTY COMMERCIAL
COMMUNITY CENTER
BOAT CLUB
FRONT
COMMERCIAL
MARINA
MARINA ACCESS
COURT
BOAT LAUNCH

front
street
bypass

FIGURE 25

Development Plan for Greenway

Source: Riverfront-Downtown Urban Renewal Plan,
Urban Renewal Agency, City of Salem,
Oregon, May 1975; Adopted Oct 1976, July 1977

(a) Where feasible, to assist the owners of residential property in the rehabilitation of their homes. To assist in the rehabilitation process, normal City codes, ordinances and residential property rehabilitation standards will be applied, in appropriate instances, to further the livability and convenience of the residents;

(b) Where rehabilitation of property is found to be unfeasible and where clearance and redevelopment are necessary to eliminate blighting influences, to cause such property to be cleared and redeveloped and in the process to encourage the owners of such property to participate in these activities;

(c) In concert with the local Housing Authority and appropriate private groups, to develop decent, safe and sanitary housing for those persons and families with low and moderate incomes (many of whom are elderly) who are living under substandard conditions;

(d) To prevent the concentration of low and moderate income housing and housing for the elderly in any single area of the North Salem NDP;

(e) To encourage the revitalization and rehabilitation of commercial and industrial properties in appropriate areas of the NDP;

(f) To provide for the active and passive recreation needs of residents of the area by developing small, easily accessible parks;

(g) To initiate and develop a street tree planting program to enhance the physical and visual environment;

(h) To improve and, where necessary, modify present public streets and alleys by the installation of new surfacing, curbs, gutters, sidewalks, and the placing of new designed and visually integrated street furniture, and to develop an improved street lighting system;

(i) Where necessary, to construct, install and replace new publicly owned utility systems such as water, storm drains, and sanitary sewers where existing systems are inadequate, undersized or substandard;

(j) Where feasible and necessary, to cause privately owned utilities to upgrade their facilities and distribution-communication systems. Such activity will include an in-depth analysis of the feasibility of undergrounding present overhead power distribution, telephone and television systems. Such undergrounding is deemed as a desirable activity to eliminate visually unattractive and property depreciating influences consistent with other redevelopment and rehabilitation activities that are a part of this plan;

(k) To develop a program to involve the people of the area in the planning, redevelopment and rehabilitation process.

(5) Pringle Creek Urban Renewal Plan (See Figure 26)

The Pringle Creek Urban Renewal Plan was adopted in December 1971 by the Salem Urban Renewal Agency pursuant to ORS 457 in order for the city to qualify for federal financial assistance in the redevelopment of the southern part of the Salem downtown area. Included within the plan boundaries are the Pringle Creek Parkway, which is an extension of the Front Street Bypass System. The Urban Renewal Plan is a detailed element of the CSDP discussed earlier in this chapter. Objectives contained in the plan include

(a) To increase the total housing supply adjoining the retail core, particularly for low-income, moderate-income and elderly persons;

(b) To prevent further fragmentation of core retailing activity;

(c) To relieve traffic congestion and conflicts between through traffic and traffic with destinations in Central Salem;

(d) To minimize railroad nuisance;

(e) To develop greenbelts of open space along Pringle Creek, Shelton Ditch, and the relocated Mill Race in order to utilize the natural amenities these waterways afford, and facilitate safe pedestrian and bicycle movement;

(f) To provide sites for the location of public agencies and institutions, including Willamette University;

(g) To protect housing by requiring urban design standards to minimize encroachment by incompatible uses;

(h) To adjust zoning, building codes, fire regulations and administrative policies as consistent with public safety;

(i) To increase the net supply of off-street parking spaces;

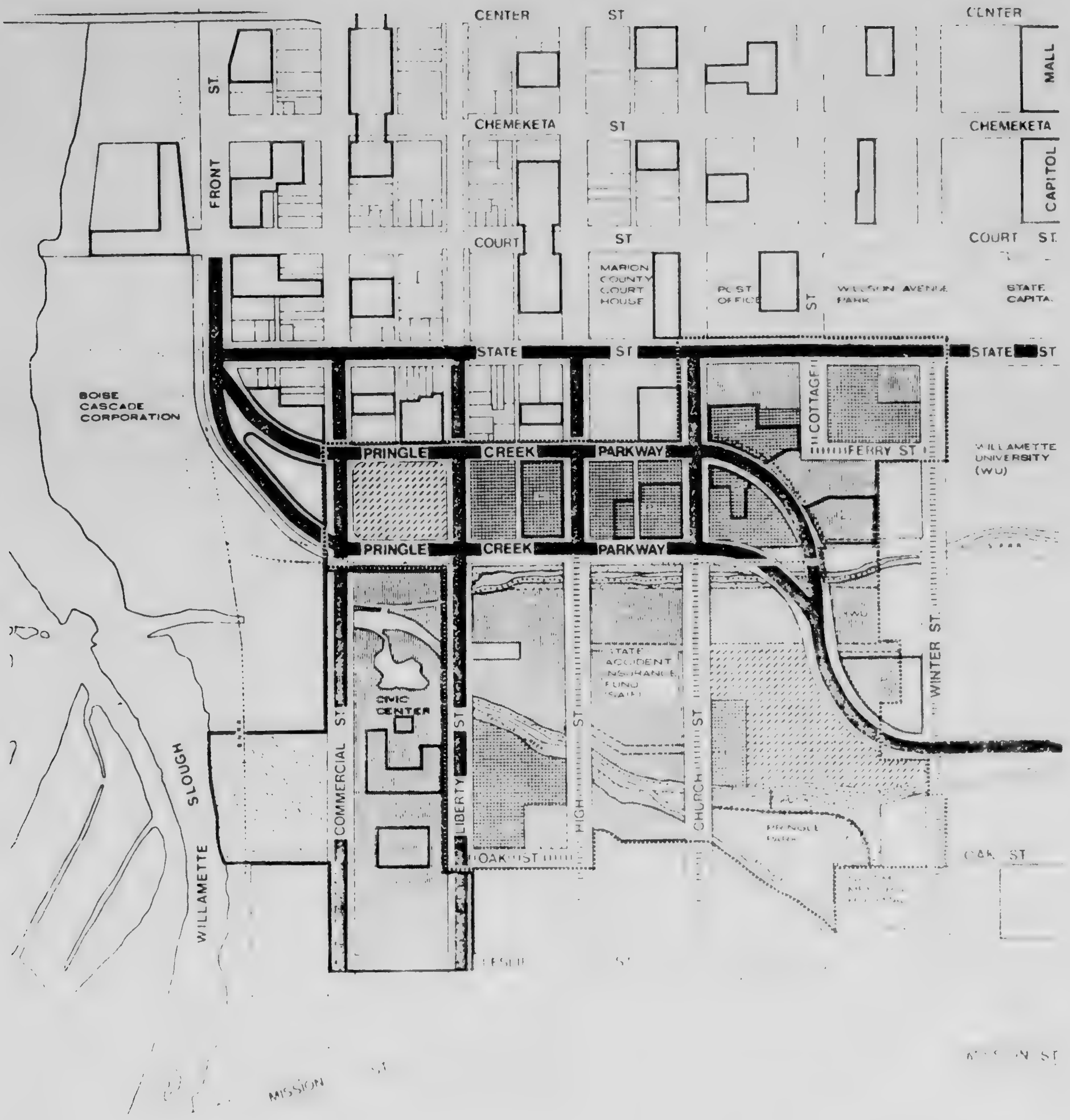
(j) To develop design review procedures to be applied to certain properties within the project area boundary which may be subjected to change where such change may have an effect on the physical or visual environment of the project.

4-2 PLANNED DEVELOPMENTS IN PROJECT AREA

Several developments are planned within the project area that are related to the Front Street Bypass System. These are

(1) Chemeketa Parkade (See Figure 24)

Located on the east side of Commercial Street, north and south of Chemeketa Street, this structure was completed in December 1978. The structure spans Chemeketa Street west of Lipmans' and Penneys' department stores and will eventually contain commercial uses totaling 30,000 square feet at the ground floor level. It contains 721 parking spaces and construction was funded through local tax allocation bonds.


CENTER ST
CENTER
MALL
CHEMEKETA ST
CHEMEKETA
CAPITOL
COURT ST
COURT ST.
FRONT ST.
MARION COUNTY COURT HOUSE
POST OFFICE
ST
WILSON AVENUE PARK
STATE CAPITAL
STATE ST
STATE ST
BOISE CASCADE CORPORATION
COTTAGE
FERRY ST
WILLAMETTE UNIVERSITY (WU)
PRINGLE CREEK PARKWAY
PRINGLE CREEK PARKWAY
CIVIC CENTER
STATE ACCIDENT INSURANCE FUND (SAIF)
COMMERCIAL ST
LIBERTY ST
HIGH ST
CHURCH ST
WINTER ST.
PRINGLE PARK
OAK ST
OAK ST
WILLAMETTE SLOUGH
MISSION ST
MISSION ST

LAND USE [illegible]

Source [illegible]

front street bypass

figure 26

The Parking Board recommended a second parking structure for the north side of Ferry Street west of Liberty Street. However, because of space constraints and the possible need to acquire buildings that have been identified as historically significant, reconsideration was given to the site for this structure. Alternate sites were studied on the west side of Chemeketa Street on both sides of High Street, and on the west side of High Street between Court and Chemeketa Streets. The Salem City Council has authorized a consultant to proceed with final design at the Ferry/Liberty location.

(2) Retail Development (See Figure 24)

The City has purchased land and buildings in the block bounded by Liberty Street, Center Street, High Street, and Chemeketa Street. A developer has been retained to develop a major department store and shops on this block as a key part of the retail core redevelopment. This redevelopment will add a fourth major department store to the CBD and reinforce the policy of the CBD being the major retail core within the Salem Urban Area. Land clearing began in summer 1978.

(3) Riverfront Greenway Development (See Figure 25)

Figure 23 illustrates the general development plans for the riverfront adjacent to the retail core. State greenway funds have been applied for to assist in implementation. The plan calls for a combination of public and private uses and open space. Emphasis will be on water oriented facilities. Access across Front Street is proposed at a signalized intersection at Court Street and a pedestrian overcrossing at Center Street.

(4) Riverfront Park-North Salem

The North Salem Urban Renewal Plan identifies a future riverfront park west of Front Street between South Street and Columbia Street (See Figure 22). The acquisition of this land is currently unfunded, but has received a high priority by the Salem City Council for application for greenway funds should they become available. Access to this park from residential areas, Highland School, and Highland Park will be addressed by the city in the design, signing and signalization of Grant, Liberty, Commercial and Broadway Streets.

4-3 PROJECT COMPATIBILITY

The Front Street Bypass Project is generally consistent with the [illegible] developments. The project is consistent [illegible] the objective of relieving traffic congestion in the [illegible] minimizing railroad conflicts, and it is complementary to [illegible] Willamette River Greenway, Riverfront Development, [illegible] within the project area.

front
street
bypass

Environmental Impacts and Mitigation

Chapter 5

Chapter 5

ENVIRONMENTAL IMPACTS AND MITIGATION

5-1 GEOLOGY AND SOILS

Alternative 1 - No Build

Under the no-build alternative no new roadway construction would take place in the project area with the possible exception of routine additions or changes to improve the movement of vehicle traffic along existing streets, provide new or improved access for vehicles to near-street parcels, and make pedestrian movement safer and more efficient.

North of Division Street the impact of such a modest construction program would be negligible.

South of Division Street, where extensive right-of-way acquisition and land clearing has already taken place, the impact would be moderate. Much of the land in this area has already been cleared to bare soil. The no-build alternative would stop all work on this portion of the project at its current incomplete stage. Without some form of soil stabilization on the disturbed areas, rain and wind could be expected to continue the process of soil erosion. The result would be sediment deposition in some of the small streams and depressions in the area and perhaps the entry of sediment into the city's storm drain system.

Alternative 2 - (The Selected Alternative) North Liberty/Commercial Couplet

The impact on geology and soils of this alternative will be negligible to moderate. Some soil disturbance may occur as a result of roadway widening. Additional disturbance is possible near Mill Creek Bridge as a result of modifications to bridge footings (See Fibure 4b). Scheduling construction in late spring or summer and seeding and mulching all disturbed areas will reduce the possibility of sediment entering Mill Creek and fouling downstream reaches. The Oregon Department of Fish and Wildlife will review all plans, specifications, and estimates for the Front Street Bypass Project. ODOT will develop project plans and monitor project construction. The construction contract will specify necessary stream protection measures in accordance with Sections 105, 201, 225, 251, and 681 of the Oregon Standard Specifications for Highway Construction.

South of Division Street the impact will be moderate. Considerable soil disturbance will occur on the entire project from Trade Street north to Division. Landscaping [illegible] roadway [illegible] will help to reduce future soil erosion.

Alternative 3 - Commercial Only

The impact north of Division Street would be moderate. Considerable soil disturbance would occur along the full Commercial Street segment with most of the disturbance being north of Mill Creek. Construction would have to be timed to avoid an excess of sediment from washing into Mill Creek and possibly affecting anadromous fish runs.

The impact south of Division Street would be moderate also. Early landscaping (heavy ground cover) would help to reduce erosion losses.

Alternative 4 - Front Street Only

The impact north of Division would be moderate to considerable, and south of Division Street moderate. The timing of construction of the Mill Creek bridge and railroad trestle would be very important in preventing siltation of the stream (see Section 5-3). If disturbed areas (including vehicle access roads and equipment storage areas) were not revegetated or otherwise made erosion resistant, stream siltation could result in harm to anadromous fish runs.

The impact south of Division would be moderate. Elimination of Front-Commercial diagonal would reduce potential soil losses through erosion.

Alternative 5 - Front/Commercial Couplet

As a result of construction activities associated with bridge construction or reconstruction at Mill Creek, the environmental impacts would be the same as those identified under Alternative 4.

Mitigation

Landscaping and revegetation will be employed by the contractor to reduce soil losses from wind and water.

Special steps will be taken to reduce sediment deposition in Mill Creek.

Anadromous fish runs in Mill Creek will be protected.

5-2 HYDROLOGY AND WATER QUALITY

Alternative 1 - No Build

Although the Front Street Bypass Project would not be improved under Alternative the increased traffic volume would generate increased quantities of auto pollutants through surface runoff into Mill Creek and the Willamette River.

Alternative 2 (The Selected Alternative) North Liberty/Commercial Couplet

The bridge improvement at Mill Creek may cause a minor amount of siltation in the creek. This, however, would constitute only a short-term impact. Less than 800 feet of stream channel exists between the Mill Creek Bridge and the Willamette River. The segment contains no known salmonid spawning beds. If sediment were to enter Mill Creek, the annual rise in stream flow would quickly flush the sediment into the Willamette River. Special precautions will be taken to minimize the possibility of sediment entering Mill Creek from the construction site (See Section 5-1). The project will have no effect on the flood hazard of Mill Creek.

Alternatives 3, 4, 5

These would have the same impacts as Alternative 2.

Mitigation

In order to avoid excessive erosion and the resulting deterioration of water quality, exposed soils will be revegetated either by seeding and mulching or planting of shrubbery. No material will be deposited on the banks of Mill Creek. Bridge foundation construction will also be done in the summer months to avoid salmon spawning runs.

5-3 BIOLOGY

Alternative 1 - No Build

Under a no-build condition, no significant impacts would be anticipated. However, continued dumping of materials along and into Mill Creek regardless of alternative could have a negative impact on fish and animal life. Another impact associated with all alternatives is the increase of pollution associated with street runoff that is highly contaminated with road oils and tars. The runoff is directed into storm drains that empty into Mill Creek, and as traffic volumes increase, the pollution of Mill Creek from these sources would correspondingly increase.

South of Division Street, the impact to the Willamette River would be negligible. Extensive right-of-way acquisition and land clearing has occurred along Front Street exposing bare soil. The no build alternative would stop all work on this portion of the unfinished project, increasing the potential for soil erosion and sediment deposition in the Willamette River.

Alternatives 2 and 3 - North Liberty/Commercial Couplets [illegible]

The improvement to the bridge over Mill Creek on Commercial Street (see Figure 4b) will have negligible impacts to this habitat as long as no constrictions are made in the stream during migration and the water quality is not impaired. The latest structural study on the Mill Creek Bridge indicates that the retaining abutment wing wall is tilting and will need to be [illegible]. The bridge will be widened to accommodate six lanes of traffic [illegible] except for correcting the tilted wing wall, work is not expected to be needed on the foundations. Alteration of land use where habitat is disturbed seems unlikely, since this habitat occupies the banks of Mill Creek - land which is too steep and narrow for further encroachment. However, removal of vegetation for access to the bridge for construction will disturb some wildlife. Removal of vegetation and any construction activity along the creek bank may increase siltation. The Regional Biologist for the Department of Fish and Wildlife stated, "Some loss of riparian habitat would probably occur with any bridge construction, but it shouldn't be significant." The president of the Audubon Society stated that no major disturbance of birds should be expected. The nearest heron rookery is on Minto Island outside the study area boundary.

Alternatives 4 and 5 - Front Street; Commercial/Front Couplet

The Front Street bridge over Mill Creek for Alternatives 4 and 5 would need to be rebuilt to handle the anticipated traffic.

In addition, a railroad trestle would be constructed parallel to the Front Street bridge to separate railroad tracks from the roadway. This construction could be expected to have a considerable negative impact upon the Mill Creek biota, particularly fish life. Soil deposition in Mill Creek as a result of vegetation removal, erosion and construction could be expected to be significant enough to require mitigating measures to be employed.

Mitigation

Construction of the Mill Creek bridge wing wall will occur during summer to avoid harm to winter salmon runs in the creek. In addition to this, exposed stream banks will be revegetated. Water pollution control and protection of fish will be done according to the Oregon State Highway Division Standard Specifications for Highway Construction.

5-4 ECONOMICS

South of Division Street

The Front Street Bypass Project will serve a two-fold purpose: it will reduce the flow of traffic through the central business district, reducing vehicular movement on Liberty and Commercial Streets between Ferry and Division; and it will make possible the further development of the riverfront area. Both of these actions should increase the viability of the downtown area. Lower traffic volumes in the retail core should make shopping more attractive, drawing and retaining firms to that part of the city. Recreational development west of the project area should complement the retail activity, allowing the populace to shop and enjoy the riverfront. Recreational development should also encourage the use of the downtown area on weekends and holidays.

Nearly all the land necessary for project construction between Church and Division Streets (1.15 mile) has been acquired and cleared. The reasons for early acquisition are explained in Chapter 1 and Section 5-12. A summary of acquisition and relocation costs and estimates for the south-of-Division segment as of December 31, 1977 is presented in Table 15. The total acquisition and relocation figure of $3,898,979 in Table 15 may change slightly because several settlements are still being negotiated.

Two possible impacts can be identified on the business and professional establishments remaining along the south-of-Division segment. The establishments on Ferry Street between Church and Liberty are dependent upon on-street parking for much of their business. Parking is presently available on both sides of Ferry Street along the two-block segment. If parking is removed on the north side of Ferry Street between High and Liberty Streets as planned, businesses that rely on this parking will be adversely impacted.

On the east side of Front Street between Ferry and Union are a number of firms (warehouses, wholesale establishments) which require loading and unloading space for trucks. The Front Street preliminary design does not allow for access to these businesses directly from Front Street, but alternate access exists or can be made available by alley or side streets. Costs may be incurred, however, in changing over to another access in some cases.

Alternative 1 - No Build

The short-term impact of the no-build alternative would be moderate. North of Division Street the activities of business firms would be unaffected. South of Division Street they would be affected only to the extent determined by previous acquisition and clearing efforts along Front Street - negligible in most instances. The city will have spent more than $3.9 million for acquisition and relocation of businesses and other structures in the Front Street section south of Division Street. The short-term impact would thus be more than negligible. The city might be able to recoup some of its investment by the sale already acquired land along Front Street and by the construction of such structures as malls and parking facilities to aid in downtown redevelopment, but it is doubtful the full $3.9 million could be recovered. The loss of tax revenues from displaced businesses along Front Street would be considerable.

In addition, without the Front Street Bypass, congestion in the downtown would increase to the point that shoppers would be discouraged from coming to the CBD and would seek alternate places to shop. Employers would choose to locate outside the CBD as well. The result would be an increase in congestion, pollution, and frustration levels, and a decline in tax revenues, private investments, sales receipts and jobs in the CBD.

Mitigation measures are normally not proposed for no-build alternatives. In this case, however, with considerable acquisition and clearing already having taken place, such measures would probably be necessary. The city, had this alternative been selected, would have had to consider developing its acquired riverfront property to benefit Salem residents. Much of the property is within the Willamette River Greenway and has stringent controls over development and change of use. Other acquired property would have had to be sold to private interests to help defray the costs of earlier acquisition and to restore some of the lost tax base.

Table 15

Acquisition and Relocation Costs for South-of-Division Segment, Front Street Bypass Project, as of December 31, 1977

	Acquisition		Relocation	
	Offered	Settled	Estimated	Paid
Apartments (4)				$ 4,196
Argo Investment		$ 180,740		
Boise Cascade	$135,682			
Capital Bargain House				21,079
Capitol Chevrolet New Car Lot			$ 2,000	
Caughell*		227,319		900
Central Plan & Design				532
Council on Aging				834
Davidson's Automotive Services			20,000	
Davis and Cordeman, Attorneys				1,623
Gostovich Residence		22,100		9,585
Hadley/Green		138,490		
Interstate Auto Parts				19,035
Judsons		890,000		58,353
Marion County		232,500		
Oregon State Elks Assoc.				735
Oregon-Washington Farmers Union				507
Saffrons Supply Warehouse				4,242
Salem Electric		405,000		13,188
Salem Iron Works		226,400		48,464
Salem Recreational Vehicle Center				3,653
Salem Steel Supply		267,000		64,921
Southern Pacific	431,000			
Steinbock		225,000		
Student Leadership Center				972
Taggesell Pontiac Body Shop		230,000		325
Warnock Enterprises				345
Willamette Council of Campfire Girls				3,959
Woodmansee	8,300			
TOTAL	$574,982	$3,044,549	$22,000	$257,448

* Inverse condemnation pending as well as appeal on attorney's fees.

Alternative 2 - (The Selected Alternative) - North Liberty/Commercial Couplet

The short-term economic impact of the North Liberty/Commercial alternative will be negligible to moderate. North of Union Street only two additional parcels will be acquired (total area 0.004 acre; cost $2000). Neither of these parcels involve structures.

In a number of areas along both Liberty and Commercial Streets, the residential dwellings are already located close to the roadway. Many of these residences were conforming to earlier setback requirements, but subsequent setback requirements have made these residences legally non-conforming. With the roadway widened to three lanes and with increased traffic volumes, the noise and exhaust emissions reaching these dwellings from traffic along the streets will increase. Because the right-of-way on both streets will be taken up largely by vehicle and pedestrian facilities, the range of mitigation measures that can be employed to reduce the noise and air pollution hazard will be limited.

Other impacts having an effect on economics will be tree removal (especially important between Market and Shipping Streets), as this would reduce the livability of this area for residential uses; and the removal of on-street parking along Liberty and Commercial Streets.

Commercial establishments along Liberty and Commercial Streets will benefit from the increased volumes of traffic along these streets. The project will hasten the conversion from residential to commercial use of land along the two streets that either is zoned commercial at the present time or is designated commercial in the Salem Area Comprehensive Plan.

Roadway construction costs for the Liberty/Commercial alternative are estimated at $960,000.

Alternative 3 - Commercial Only

The impact of the Commercial Only alternative would be moderate to considerable. The precise impact would vary depending upon the selection of east-side or west-side acquisition. The two acquisitions are compared in Table 16.

West-side acquisition is clearly the more costly of the two. The high cost of west-side acquisition is due to the greater prevalence of commercial and industrial structures there (see Section 5-12). Regardless of whether acquisition took place on the east side or the west side of Commercial Street, problems could develop for the businesses that remained.

Some acquisitions would require only a partial taking, leaving the structure but removing land used for parking or storage. This could adversely affect the firm's operations. In such cases, the firm would be compensated for removal of off-street parking or storage areas.

The problem would be more likely to develop on the west side of Commercial Street than on the east side since the west side contains the larger number of business establishments. Mitigation measures would include designing the roadway to take as little off-street parking as possible, and where feasible, purchasing land next to the affected businesses for additional parking or storage space.

Vehicle ingress and egress is another potential problem with east-side or west-side acquisition. The existence of four or perhaps six lanes with no facilities for on-street parking would put a limit on the number of vehicle ingress and egress points possible along the roadway. The limit would be imposed for safety reasons, among others. Fortunately, the range of mitigation measures that could be employed in such a situation is usually large. Among these measures is the creation of additional access points along alleyways, side streets, and the like. If access is removed to a parcel, compensation would have to be made.

Roadway construction costs for the Commercial-Only alternative are estimated at $1,500,000 or approximately $250 per linear foot. Modifications to the Mill Creek Bridge would add an estimated $100,000 to the above total.

Table 16

Alternative 3

East-side - West-side Acquisition Comparison

	East	West
Structures:		
Single-Family	37	19
Multi-Family	0	0
Commercial	6	14
Industrial	5	3
Public/Semi-Public	0	0
Parcels	62	41
Acres	9.65	11.76
Annual Tax Loss	$ 26,061	$ 55,432
Improvement Value*	$261,110	$1,106,840
Land Value*	$619,030	$ 744,099
Construction	$1,600,000	$1,600,000
Relocation, estimate	844,500	1,091,000
Total	$3,324,630	$4,541,939

* Source: Marion County Tax Assessor's Office

Alternative 4 - Front Street

The economic impact of the Front Street alternative would be considerable. Required acquisitions with east-side and west-side roadway alignment are listed in Table 17.

Both east and west-side alignment would involve relocation of the Burlington Northern railroad tracks between Division and South Streets, a distance of approximately 0.7 mile.

For businesses that remained along Front Street, problems could develop concerning ingress and egress. Front Street between Division and South is heavily industrial. Many of the businesses have loading docks that front on the street. If sufficient room were not allowed for vehicles to maneuver around the loading docks, the operation of businesses could suffer.

Possible mitigation measures would include widening the right-of-way to allow sufficient maneuvering room for vehicles and reducing the number and width of traffic lanes.

Selection of the Front Street alternative could open up additional riverfront land for Greenway-related development. With railroad tracks relocated to the side of the roadway and additional right-of-way acquired, the facility could be designed to utilize existing street rights-of-way as public access to the greenway. This could be considered a positive environmental impact.

Table 17

Alternative 4

East-side - West-side Acquisition Comparison

	East	West
Structures:		
Single-Family	3	8
Multi-Family	0	0
Commercial	5	3
Industrial	9	6
Public/Semi-Public	0	1
Parcels	42	29
Acres	10.12	6.69
Annual Tax Loss	$ 62,749	$ 77,620
Improvement Value*	$1,362,786	$2,227,855
Land Value*	$ 784,101	$ 420,288
Construction	$3,000,000	$3,000,000
Railroad relocation	400,000	400,000
Relocation, estimate	785,000	628,000
Total	$6,331,887	$6,676,143

* Source: Marion County Tax Assessor's Office

Alternative 5 - Front/Commercial Couplet

Economic impacts of the Front/Commercial alternative would be moderate to considerable. Necessary right-of-way acquisitions are listed in Table 18.

For businesses that remained along Commercial Street, the economic impacts would be similar to those described for Commercial Street under the Liberty/Commercial alternative. That is to say, problems would be encountered due to losses of needed vehicle parking and storage space and to a shortage of ingress and egress points along the roadway. On the positive side, businesses along Commercial Street would benefit from the increased traffic volume.

On Front Street negative economic impacts would be expected from vehicles having difficulty getting to and from loading docks. On the whole, however, economic impacts on Front Street would probably be positive. With the railroad tracks displaced to the side of the roadway (they presently run down the center) vehicles would have easier access to southbound lanes of traffic. Street maintenance would be simpler because of railroad track removal from the middle of the roadway. The improvement in aesthetics in the Front Street area would be considerable. Workers along Front Street would have an easier time getting to and from their places of employment. Residential areas east of Front Street would be benefited by the diversion of traffic from Liberty and Commercial Streets.

Table 18

Alternative 5

East-side - West-side Acquisition Comparison

	Front Street		Commercial Street
	East Acquisition	West Acquisition	
Structures:			
Single-Family	0	0	0
Multi-Family	0	0	0
Commercial	1	0	0
Industrial	1	3	0
Public/Semi-Public	0	0	0
Parcels	5	3	2
Acres	2.11	2.75	0.004
Annual Tax Loss	$ 4,762	$ 59,536	N/A
Improvement Value*	$ 39,956	$1,880,030	$ 0.00
Land Value*	$122,562	$ 151,268	$2,000
Construction	$1,710,000	$1,710,000	$600,000
Railroad relocation	400,000	400,000	
Relocation, estimate	150,000	200,000	
Total	$2,422,518	$4,341,298	$602,000

* Source: Marion County Tax Assessor's Office

Long Term Economic Impacts

Under Alternatives 3 through 5, the annual tax loss is shown. It should be pointed out that in the long term, the build alterantives would tend to enhance the tax base because of increased access and an acceleration of conversion from residential to commercial uses. Therefore, even though there would be a short term loss in tax base, the long term gains would offset these. Under Alternative 2, however, the gain would be the slowest, since there would be little change from existing conditions. Alternative 1 would have a long term negative impact upon the tax base because access would suffer as a result of increased traffic volumes, and congestion and residential areas would suffer for the same reasons.

Relationship to Other Projects

In Chapter 2, the no-build alternative was described as assuming the Marion and Center Street Bridge and the I-305 Replacement Arterial would not be built. It is appropriate, however, that the long term economic impacts of the no-build alternative for the Front Street Bypass be discussed in terms of these other projects being built. If the bridge ramps and I-305 Replacement Arterial were built, and the Front Street Bypass were not built, traffic volumes would increase to the point where access to abutting commercial, industrial and residential properties would be severely impaired. This in turn would reduce the economic viability of these properties, and would reduce the rate of commercial growth as compared with other alternatives. It most certainly would reduce the attractiveness of this as a residential area. A secondary impact would be that, as traffic volumes and pollution increased, motorists would seek alternate routes through residential areas, thus negatively impacting those areas.

5-5 POPULATION AND HOUSING

South of Division Street

The impact on population and housing south of Division Street will be negligible. As previously mentioned, most of the acquisition and clearing between Church and Division Streets has already taken place. A small number of single-family and multi-family structures were removed as part of this effort. Of the structures that remain, no more than half a dozen are residential. Most of these residential structures border Water Street between Marion and Center. Facing away from the Front Street Bypass roadway, they are located a considerable distance from the right-of-way and should present no problems when the roadway is completed. The Riverfront-Downtown Urban Renewal Plan (See Chapter 4) calls for removal of all but one of these structures as part of its program of downtown revitalization.

Alternative 1 - No Build

Short-term impacts of the no-build alternative would be negligible. The alternative would involve no acquisition for right-of-way beyond that which has already taken place south of Division Street. There would be no residential displacement beyond the displacements mentioned. Because of growth in the North Salem area, however, and resulting vehicle congestion on north-south arterial streets leading into the downtown area, the long-term impacts of the no build alternative would be moderate. The impacts would be particularly pronounced along Liberty-Commercial and Broadway Streets where projected traffic volumes are greatest. Among the impacts to be expected would be increased air and noise pollution (especially in the vicinity of congested intersections) and increased safety hazards for motorists, bicyclists, and pedestrians.

Alternative 2 - (The Selected Alternative) North Liberty/Commercial Couplet

Short term impacts are minimal. This alternative involves no residential displacement for right-of-way purposes along either Liberty or Commercial Streets.

Proximity damages such as decreased air quality and increased noise along Liberty and Commercial Streets N.E. will result in a slightly increased change over from residential to commercial land uses. This will not be significant since this area is zoned for commercial land uses.

Mean income of families and unrelated individuals in census tracts 1, 2, and 3 in 1969 was $8735, or approximately 80 percent of the city average. Census tracts 1, 2, and 3 are considered representative of the EIS study area.

Alternative 3 - Commercial Only

Short term impacts would be considerable, long term impacts moderate to considerable. The degree of impact would vary somewhat depending upon whether acquisition took place on the east or west side of Commercial Street. Residential displacements are shown in Table 19.

These acquisitions represent extremes. By varying the roadway alignment so that acquisitions were made on the east side in some areas and on the west side in others, it would be possible to reduce the number of residential displacments.

The kinds of impacts traceable to the Commercial Only alternative involve safety, air pollution, noise pollution, and aesthetics.

By removing a large tier of structures along either the east side or the west side of Commercial Street, and leaving ample room for the roadway and appurtenant structures such as bikeways, sidewalks, median strips, and parking lanes, this alternative would probably be safer than some of the other alternatives. Certainly this would be the case in comparison with Alternative 2 where traffic lanes would take up a large portion of the right-of-way and residential structures would border closely on the street. If east side acquisition were selected rather than west side, the safety factor would be even higher because fewer residences would be left bordering on the street.

East side acquisition, however, would displace a larger number of persons, many of whom are on fixed or low incomes and would find affordable housing difficult to locate. The Commercial Only alternative would have one other advantage over most of the other alternatives in that it would not divide an existing residential neighborhood (land to the west of Commercial Street is predominantly commercial and industrial). This could have an effect on the volume of pedestrian cross-street movement.

Alternative 4 - Front Street

Land uses on Front Street between Division and Pine are predominantly commercial and industrial. The only residential area of significant size is located on the west side of Front Street between River and Columbia Streets. Because of the relative lack of residential development along Front Street, the short-term and long-term impacts of the Front Street alternative on population and housing would be moderate. Residential displacements with east side and west side acquisition are indicated in Table 20.

In addition, with west side acquisition an undetermined number of persons would be displaced from the Salvation Army Emergency Lodge at the corner of Academy and Front Streets.

If acquisition were to take place on the east side of Front Street, eight single-family residences and the Salvation Army Emergency Lodge would remain bordering Front Street on the west side. The impact of roadway expansion and increased traffic volumes on the occupants of these residences could be considerable. The number of residences is not large, however. In addition, their concentration in a three block area makes possible the employment of mitigation measures that might not be feasible if the residences were dispersed. It is worth pointing out that the Salem Area Comprehensive Plan designates this area as Modified Commercial, meaning "retail shopping and general business services with a mix of compatible multi-family residential units."[5] Thus, even if residences were to be situated next to the Front Street Bypass roadway, the likelihood is great of their eventual conversion to non-single family residential use.

If acquisition occurred on the west side of Front Street, only three residences would remain on the east side. Two of the residences are located near the intersection of Front and Pine. One is located next to Barrett Electric between River and South Streets. All three residences are situated in an area designated Modified Commercial in the Salem Area Comprehensive Plan.

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[5] Comprehensive Plan, Salem Area, Oregon, Mid Willamette Valley Council of Governments, page III - 2

Table 19

Alternative 3

East-side - West-side Acquisition Comparison

Structure Type	East Acquisition No. Of Structures	East Acquisition No. Of Persons[1]	West Acquisition No. Of Structures	West Acquisition No. Of Persons[1]
Single-Family	37	70	19	36
Multi-Family	0	0	0	0
Total	37	70	19	36

[1] Estimated

Table 20

Alternative 4

East-side - West-side Acquisition Comparison

Structure Type	East Acquisition No. Of Structures	East Acquisition No. Of Persons[1]	West Acquisition No. Of Structures	West Acquisition No. Of Persons[1]
Single-Family	3	6	8	15
Multi-Family	0	0	0	0
Total	3	6	8	15

[1] Estimated

Alternative 5 - Front/Commercial Couplet

No residential displacements would be involved with this alternative. The principal impacts would be felt by the occupants of residential structures along Front and Commercial Streets both during and after construction. The impacts would involve air and noise pollution, safety, and aesthetics.

Short term impacts would be moderate. The impacts would be greater along Commercial Street than along Front. With the roadway on Commercial Street widened from 30 to 36 feet, and parking lanes removed, many of the residences on Commercial would be located closer to the roadway. Two kinds of problems could result: (1) a health and nuisance hazard could develop for occupants of near-street residences due to noise and exhaust emissions from vehicles traveling north on Commercial; and (2) a safety hazard could exist for pedestrians, bicyclists, and motorists along the roadway. Problems would be greater along the east side of Front Street than along the west side due to the larger number of residences on the east side. As traffic on Commercial Street increased, these problems would tend to increase as well, though to some extent they would be mitigated by conversion of some near-street single-family residential parcels to commercial, industrial, or multi-family residential use.

In its impact on population and housing, this alternative would be preferable to Alternative 2 (Liberty/Commercial Couplet) in that it would affect fewer residences after the project was completed. It also would have less of a divisive effect on the existing residential neighborhood.

Since the roadway along both Front and Commercial Streets would take up a substantial portion of the right-of-way, and much of the remaining right-of-way would be devoted to sidewalks and other pedestrian conveniences, the opportunities for successful employment of mitigation measures would be limited. Roadway expansion could also result in removal of trees along the roadway. This could have a negative impact on neighborhood aesthetics.

Long term impacts would be moderate to considerable. The long-term impacts on population and housing would be greater along Commercial Street than along Front, due to the larger number of residential structures on Commercial.

Mitigation

Mitigation measures will include:

(1) Landscaping in areas where roadway or right-of-way expansion requires removal of existing vegetation.

(2) Encouragement of property owners to develop alternate points of access (for example, on alleyways or side streets) to parcels where direct access to the principal roadway might need to be restricted for safety reasons.

5-6 HISTORICAL AND ARCHEOLOGICAL RESOURCES

Impacts

No historic structures will be removed as a result of project construction. Any impacts are related to the continued business operation of firms now located in historic commercial buildings and to roadway improvements and traffic-related problems along the Commercial/Liberty couplet.

The D. A. White Warehouse, adjoining 217 State Street, is occupied by a business (Hogg Brothers) which uses the warehouse for furniture storage. The project will not affect the business directly. However, an ordinance now in effect will prevent trucks from blocking travel lanes on Front Street and this will impact the loading and unloading of Hogg Brothers' trucks at the Front Street entrance. Since alternative access is available in the alleyway behind the warehouse, the ordinance will not have a significant overall impact on loading and unloading operations. Upgrading the immediate area may bring about a change of use of the D. A. White building which may not require the same degree or type of access as under the present use. The project will improve access from the Commercial Street Historic District as a whole by reducing traffic volumes on downtown streets.

By the same token, the commercial buildings at 200 and 217 State Street have usable accesses other than Front Street and will not be significantly impacted by the project or the ordinance.

The completion of the Front Street Bypass and the development of the waterfront could have a beneficial effect on the historic district by upgrading the appearance and usability of the Front Street vicinity.

The Gilbert House may also benefit from the general redevelopment of the area. Current plans indicate the home is to remain in its current location with the possibility of conversion to commercial use. The structure has the potential for use as a restaurant, gallery or shops; but in any case, care should be taken to preserve its historic qualities and to provide for continued use of the house. Traffic noise levels are not expected to increase measurably at this location (See Section 5-10).

Access to this property will be limited due to a continuous median strip restricting turns on and off Front Street. The house is adjacent to Water Street, however, which can be accessed from Union or Court Street.

The Kelley Building will not be significantly affected by project construction, since parking would be unchanged, and the anticipated increase in noise levels would not detract from existing commercial use. Rear access will be eliminated, but current users have front access on Commercial Street.

Improvement of the Liberty/Commercial couplet involves widening the existing roadway by three feet on each side from Belmont north to Pine. This will reduce the width of the roadside planting strips, which are approximately 18 feet wide. No additional right-of-way will be required from sidewalks or front lawns of homes, but several large trees will need to be removed. In some instances, these trees are important to the setting of an older home and are the same vintage.

Increased traffic volumes and elmination of existing on-street parking along N. E. Liberty and N. E. Commercial will cause some problems, particularly for those homes located in the middle of the block. This includes older houses at 1944 and 2240 Liberty and 2055, 2070, 1922 and 823 Commercial. Access is provided, however, through the alley at the rear of the lots.

Noise levels will increase measurably along the couplet (See Section This will be an adverse impact on neighborhoods and a deterrent to continued residential use. Widening of the two streets will place the travel lanes three feet closer to adjacent homes, thereby increasing exposure to sensitive receptors.

The added traffic volumes and use of the couplet will accentuate the current trend toward commercial development of this area. The existence of the homes located along the couplet, particularly in the southern portion, will thus be further jeopardized by encroaching commerce and industry.

Since there are no potential archeological sites in the project area, the impact on archeological resources is not a consideration.

Mitigation Subsequent to release of the Draft EIS, a report was prepared with the determination that the Front Street Bypass Project would not have a significant impact on historic resources in the project area (See Appendix A). This finding was concurred in the National Advisory Council on Historic Preservation. Among the conclusions of the report was that businesses which occupy historic structures along Front Street (This would include the D. A. White Warehouse) will not experience decreases in commercial activity due to the project. Two reasons were advanced for this: (1) direct truck access to Front Street would be hindered whether the project was constructed or not, due to increased traffic volumes on Front Street and enforcement of a city ordinance which prohibits trucks from blocking through traffic lanes on city streets; and (2) each of the businesses has alternate vehicle access on alleyways and side streets. Thus, since no impacts are anticipated over the no-build alternative, no mitigation measures are planned.

Depending upon future development of Front Street and the waterfront area, the D. A. White Warehouse may be suitable for other uses.

Access to the Gilbert House and other areas on the waterfront will be considered in finalization of project plans.

Care will be taken in final design to try to preserve large trees located in the parking strips along the Liberty/Commercial couplet. Although tentative plans call for widening equally on both sides, design flexibility will in many cases allow a shift in alignment for those areas where preservation of trees is jeopardized on one side, but vacant land available on the other. This is particularly true of N.E. Commercial between South Street and Belmont, where several trees complement the settings of older homes. Preservation of these trees where feasible and replacement of shrubbery removed by construction will be stipulated in final planning of the project.

It will be necessary for home owners to use side street parking and alley access. Alleyways and available parking spaces on cross streets must be maintained in order to provide these facilities.

Since the increased noise levels will be deterrent to continued residential use, consideration should be given by new businesses entering the area to rehabilitation of the more suitable and architecturally unique homes as commercial establishments or offices. Another possibility that businesses or home owners might consider for preservation of these houses, particularly in view of modern construction costs, is the sale and transport of those which are structurally acceptable to other residential areas of the city.

Coordination The Oregon State Historic Preservation Office was contacted for information on the Commercial Street Historic District and other properties of historic significance in the project area. A field survey was conducted to identify properties of historic interest, and publications of local agencies were researched for additional listings.

The State Historic Preservation Office was consulted in regard to procedures required by Section 106 of the National Historic Preservation Act and Section 1 (3) of Executive Order 11593, May 13, 1971. In compliance with these laws and Title 36, Section 800, of the Code of Federal Regulations, local jurisdictions, the Oregon Department of Transportation, and the State Historic Preservation Office reached agreement on the significance of the historic district and the determination of effect on these properties.

Photographs and documentation from the State Historic Preservation Office were forwarded by the Federal Highway Administration to the Executive Director of the National Advisory Council on Historic Preservation, who concurred in the findings. Record of this coordination is in Appendix A.

5-7 UTILITIES

Environmental impacts will not be significant with respect to utilities services. No prolonged disruption of services is expected to occur, although there will be temporary disruptions of electrical distribution lines and secondary services when they are "cut over" to relocated poles along Liberty, Commercial or Front Street. The objectives of encouraging undergrounding of utilities as stated in the Riverfront Downtown Urban Renewal Plan and North Salem Urban Renewal Plan will not be met. However, this is not considered to be a negative impact but rather a degree of impact, i.e., undergrounding of utilities would satisfy aesthetic and reliability considerations and objectives of these plans, but the cost of doing so would add considerably to the project costs.

Estimated cost of undergrounding 57-KV lines along Front Street is $700 per foot (1978), which does not include terminations at each end. This compares to a rough estimate of $20 per foot for overhead construction. Cost of undergrounding 13-KV lines is estimated at about $200 per foot, which does not include customer expenses incurred in conversion. An approximate estimate of rebuilding 13-KV lines would be about $15 per foot.

Relocation of underground utilities (water, sewer, storm drains, gas and telephone) will not be a major problem. Relocation of these facilities in the Front Street - Trade Street section to be vacated to Boise Cascade will not be required. An easement will be retained for all existing utilities.

Mitigation

Normal precautionary measures will be followed to assure vehicular and pedestrian safety during construction or relocation of utilities.

5-8 TRAFFIC

For the Front Street Bypass Section south of Division Street, only Alternatives 1 and 2 were analyzed. All of the build alternatives designate Front Street as the street that will carry the through traffic. Thus the traffic analyses for the build alternatives in this section are not significantly different. Alternative 2 was selected as representative of all of the build alternatives. It assumes that the Front Street Bypass, Marion and Center Street Bridge ramps, Liberty/Commercial couplet and the I-305 Replacement Arterial will be constructed. Alternative 1 assumes that none of these projects are constructed. North of Division Street, all five alternatives will be analyzed as there are major traffic shifts between the alternatives.

Alternative 1 - No Build

South of Division Front Street in this section is projected to operate with ADTs ranging from 6,000 to 21,000. Even without major improvements traffic on Front Street is predicted to double by the year 2000. Traffic volumes south of the Center Street Bridge ramp would be of a magnitude to cause the level of service to drop below "D". This could cause traffic to be stored on the bridge during peak periods.

The traffic on Liberty and Commercial Streets is predicted to increase to ranges of 13,000 to 31,000 ADT. Without an attractive bypass to the downtown, these traffic volumes would cause congestion throughout the downtown. This alternative also assumes that Marion and Center Bridge ramps are not constructed. Therefore, the intersections of the couplet with Center and Marion Streets would operate at level-of-service "E" or lower during peak hours. Vehicle and pedestrian conflicts would be increased tremendously by this alternative.

Access to Front Street would be convenient. Turning movements would be allowed at all intersecting streets. However, as the traffic volumes neared capacity turning movements would become increasingly difficult. Without traffic control devices the intersections would be barriers to traffic flow.

Without major improvements, Front Street would not service as a bypass facility. This would necessitate the continuation of existing travel patterns -- through traffic would continue to use Commercial and Liberty Streets. This is contrary to the purpose of this project which is to divert through traffic around rather than through the CBD.

North of Division The projected traffic volumes for Front Street range from 8,400 to 10,700. Due to the lack of traffic signals on Front Street the traffic would continue to be free flowing. Even with the projected Year 2000 volumes the street would operate at level of service "D" or better. The projected traffic volumes assume that the present deteriorated roadway surface is repaired and the railroad and street grades are made more compatible.

The ADTs on the Liberty and Commercial couplet north of Division will vary between 9,500 and 28,000. The lowest volumes are at the north end of the couplet near Pine and increase in southerly direction. The projected traffic volumes for the couplet increase to such a magnitude that the level of service would drop to "D" or below. An analysis of the existing couplet by ODOT stated that "the existing couplet could be made to come close to serving the Year 2000 No Build traffic with minor changes at signalized intersections."

As Commercial and Liberty Streets became more congested the number of people selecting Front Street as an alternative would increase.

Broadway Street north of Division is projected to carry high volumes (17,500 to 28,800). Due to the number of signalized intersections it is doubtful if Broadway could carry the projected traffic at level of service "D" volumes. As Broadway neared capacity (at level of service "D"), traffic would begin to divert to the couplet and residential streets.

Alternative 2 - (The Selected Alternative) North Liberty/Commercial Couplet (Figure 27)

South of Division Street Traffic volumes on the Front Street Bypass are predicted to range from 34,300 to 54,200. Traffic volumes of this magnitude are unlikely on a non-controlled access roadway. A six lane facility with turning movements, weaving movements, and signalized intersections would not attract traffic volumes of this magnitude without major disincentives to through traffic on Liberty and Commercial Streets.

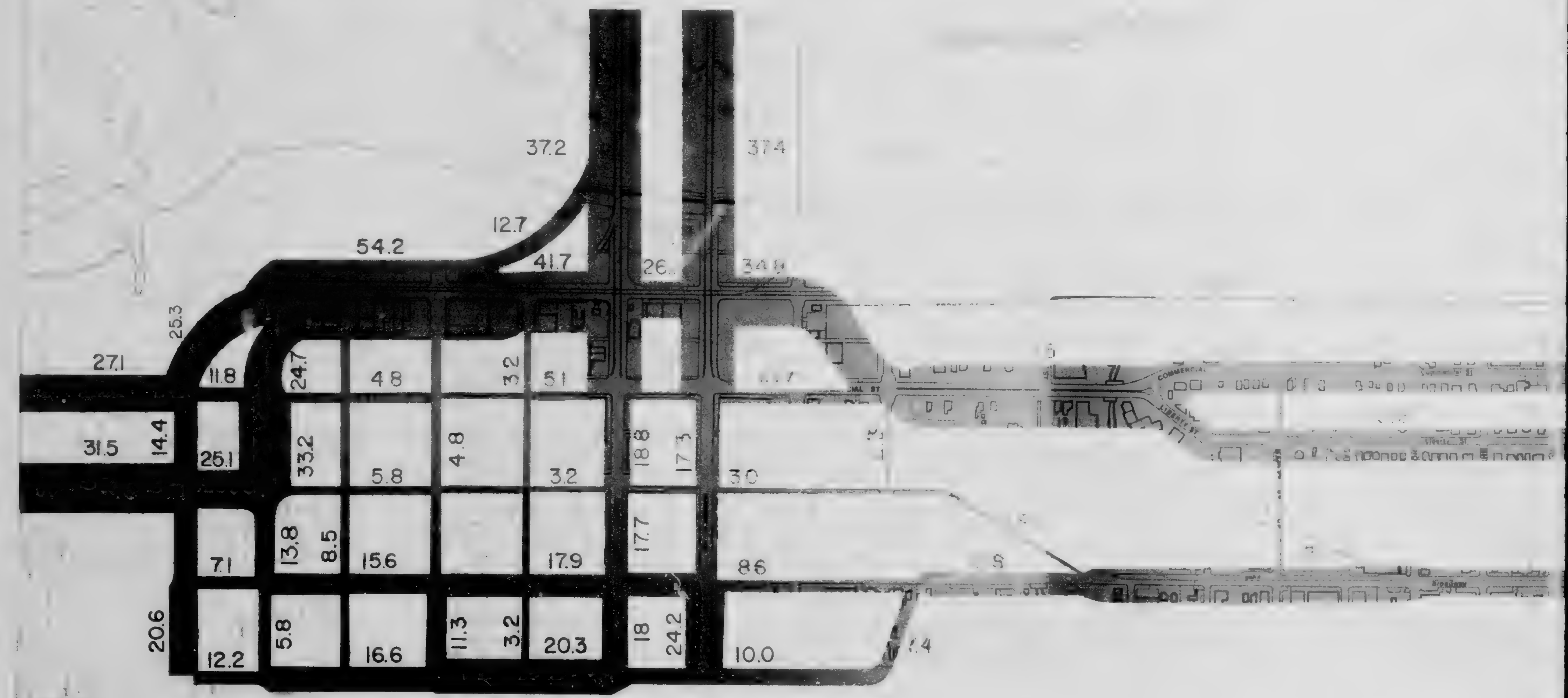
Access to side streets will be limited to ensure the unrestricted north-south traffic movement. The design calls for signals to be installed at North Front Street and at Court Street.

Left turns will be limited to turns from the bypass northbound to State Street, Court Street, North Front Street and southbound to Court Street. The consequence of this is that prospective southbound traffic entering the grid south of Division must use Commercial or High Street to travel south. All east-west traffic will be forced to use Court Street for access to properties west of Front Street.

The other east-west streets will permit right turns onto Front with medians preventing any left turns.

Traffic volumes on Liberty and Commercial Couplet in the CBD will range from 2,900 to 10,900 ADT. These volumes are less than half of the existing traffic volumes. The necessity for east-west movement through downtown will also be reduced assuming that additional Center and Marion Bridge ramps will be constructed. There is currently one ramp on the Center Street Bridge to Front Street. With the reduced traffic volumes the major downtown intersections would continue to operate at level of service "C".

The construction of the Marion and Center Street Bridge ramps will be a major incentive to use the Front Street Bypass. Without the ramps traffic will continue to travel through the CBD and the bridge traffic is a significant portion of the through traffic that should be diverted around the CBD. Since travel patterns are slow to change, disincentives in the CBD such as decreased roadway, with increased pedestrian facilities, and signal timing can be used to make Front


37.2
37.4
12.7
54.2
41.7
26
34.8
25.3
27.1
11.8
24.7
4.8
3.2
5.1
31.5
14.4
25.1
33.2
4.8
18.8
17.3
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8.5
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17.9
17.7
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12.2
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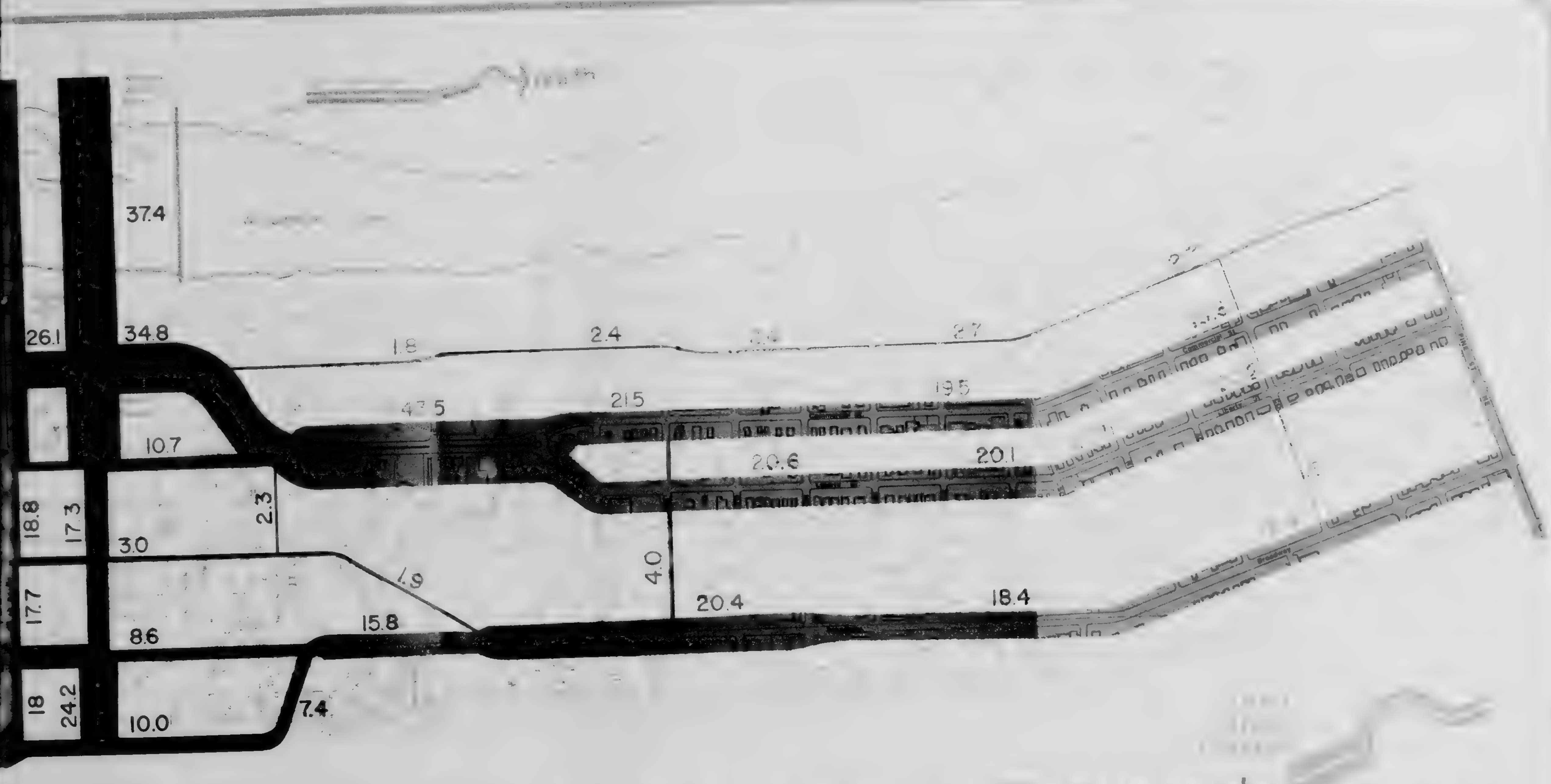
COMMERCIAL
LIBERTY ST

Year 2000 Average Daily Traffic (ADT) I


37.4
26.1
34.8
1.8
2.4
27
47.5
21.5
19.5
10.7
20.6
20.1
18.8
17.3
2.3
3.0
1.9
4.0
17.7
8.6
15.8
20.4
18.4
18
24.2
10.0
7.4

2000 Average Daily Traffic (ADT) In Thousands

Street an even more attractive alternative to traveling through the CBD. The pedestrian walk distances in the CBD should be shortened by building widened sidewalks at intersections. This could be done without decreasing vehicle capacity due to the existing parking. If the pedestrian walks were extended as far as the parking projects, the street capacity could improve as much as 25%.

Initial plans call for traffic signals to be located at Pine and Commercial, Pine and Liberty, Division and Commercial, Front and the northern diagonal, Front and Court, Trade and Ferry Streets on Commercial, Liberty, High and Church Streets. These traffic signals will provide controlled crossing opportunity for vehicles and pedestrians. The signals south of Division Street will be synchronized.

North of Division Street Front Street is predicted by the Year 2000 to carry approximately the same traffic as it is presently carrying, 4,000 to 6,000 ADT. However, the traffic volumes on the Liberty and Commercial Couplet are predicted to double. The three lane couplet should carry the predicted traffic at level of service "C" or better. In fact, a study by the Oregon Department of Transportation stated that a well designed two-lane couplet could probably satisfactorily serve the Year 2000 Transportation plan traffic. The anticipated "spread out" of peak hour traffic over more hours would be a factor in making a satisfactory two-lane couplet possible.

The Liberty and Commercial Couplet is the alternative that will attract the most traffic from Broadway Street. The predicted traffic volumes on Broadway Street range from 9,000 to 17,000 ADT. These volumes are not substantially higher than the existing volumes.

The intersections of Commercial and Pine Street and Liberty and Pine Street will require minor redesign. The couplet should not be a major barrier to east-west vehicular movements. The installation of pedestrian actuated signals at key intersections would improve pedestrian crossing opportunities. This will be studied more in the future.

Alternative 3 - Two-way Commercial (Pine-Division)

The traffic analysis for Alternative 3 is similar to that discussed for Alternative 2 south of Division. North of Division Street Commercial Street would be a six-lane two-way street plus a left turn lane.

Traditionally, a three-lane one-way couplet is a more efficient traffic carrier than a seven-lane two-way street, due to the reduction of turning movements and the ease of signalization. The motorist and pedestrian need to be more alert to traffic in both directions and the cross-lane turning movements. A two-way Commercial Street would convert Liberty Street back to a two-way residential street, which is consistent with the present single-family homes and multiple family zoning east of Liberty Street. Commercial Street would serve as a north-south boundary between [illegible] land use (west) and residential activity east. Therefore, [illegible] very old and young pedestrians should [illegible] section of Commercial Street.

The diagonal connection from the couplet to Front Street Bypass would be signalized. A traffic signal would probably also be installed at Commercial Street and Market Street to ensure access and facilitate east-west traffic movement. The intersection of Pine and Commercial Streets would require major redesign. There would be minor delays at all the intersections.

No capacity problems would be expected for any of the north-south streets north of Division. Commercial Street would have ADTs ranging between 12,000 and 36,000. Front Street and Liberty Street would carry approximately 4,000 ADT. The traffic volumes on Broadway Street would range from 9,200 to 18,800. This would be a substantial reduction over those expected under no-build conditions.

Alternative 4 - Front Street (Pine-Division)

The traffic analysis for Alternative 4 is similar to that discussed for Alternative 2 south of Division Street. North of Division Street Front Street would be a six-lane two-way street plus a left turn lane. Many of the positive and negative impacts of a seven-lane street are similar to those discussed in Alternative 3. There would be no benefit in capacity over the three-lane one-way couplet. A two-way street is more hazardous since motorist and pedestrian must be alert to traffic in both directions. The land use and zoning along Front Street a combination of commercial-industrial uses with a few residential homes. Consequently, under this alternative, there would be less traffic in the residential areas and a lower percentage of very old and young pedestrians crossing this section of Front Street.

Front Street ADTs would range from 28,000 to 44,000. Liberty and Commercial Streets would be two-way carrying local traffic. Broadway Street would carry a higher portion of the north-south traffic than it would under Alternatives 2 and 3. With Front Street as the major north-south street this would eliminate the need for a diagonal connection to the one-way couplet.

Alternative 5 - Front/Commercial Couplet

The traffic analysis for Alternative 5 is similar to that discussed for Alternative 2 south of Division Street. North of Division Street, Alternative 5 would be a three-lane one-way couplet using Front Street and Commercial Street. Many of the positive and negative impacts identified in Alternative 2 are similar for this couplet.

The predicted ADTs for the Front/Commercial Couplet are slightly less than those predicted for the Liberty/Commercial Couplet. Broadway Street under this alternative is predicted to carry more traffic than under Alternative 2, yet less than under Alternative 1. Liberty Street would be two-way and serve local traffic.

A diagonal connection from Commercial to Front Street would be constructed but would have less capacity restraints than under Alternatives 2 and 3. This is due to the elimination of one connecting street intersection.

5-9 AIR QUALITY

The air quality analysis for Front Street is based on the Regional Parking and Circulation Plan, as this plan assesses the impacts upon air quality of existing and planned transportation systems for the years 1975, 1980, 1985, and 1990. The Regional Parking and Circulation Plan provides analyses and projections of population and employment to determine air quality impact for the area bounded by Market Street, Mission Street, 12th Street, and the Willamette River (See Figure 18). The Department of Environmental Quality allows development of regional indirect source plans in lieu of separate project studies as part of its regulation of indirect sources of air pollution (OAR 320-20-125). Front Street Bypass qualifies for a DEQ indirect source air quality permit when the project is determined to be consistent with the traffic and air quality analysis established in the Regional Parking and Circulation Plan.

A letter from DEQ stating consistency with the Plan is contained in Appendix C. A portion of Front Street Bypass (North Liberty/Commercial Couplet) is outside the Plan boundary. Because of lower traffic volumes and a lack of critical receptors in the north couplet area, the air quality impacts are less severe than the allowable limit identified in the Plan.

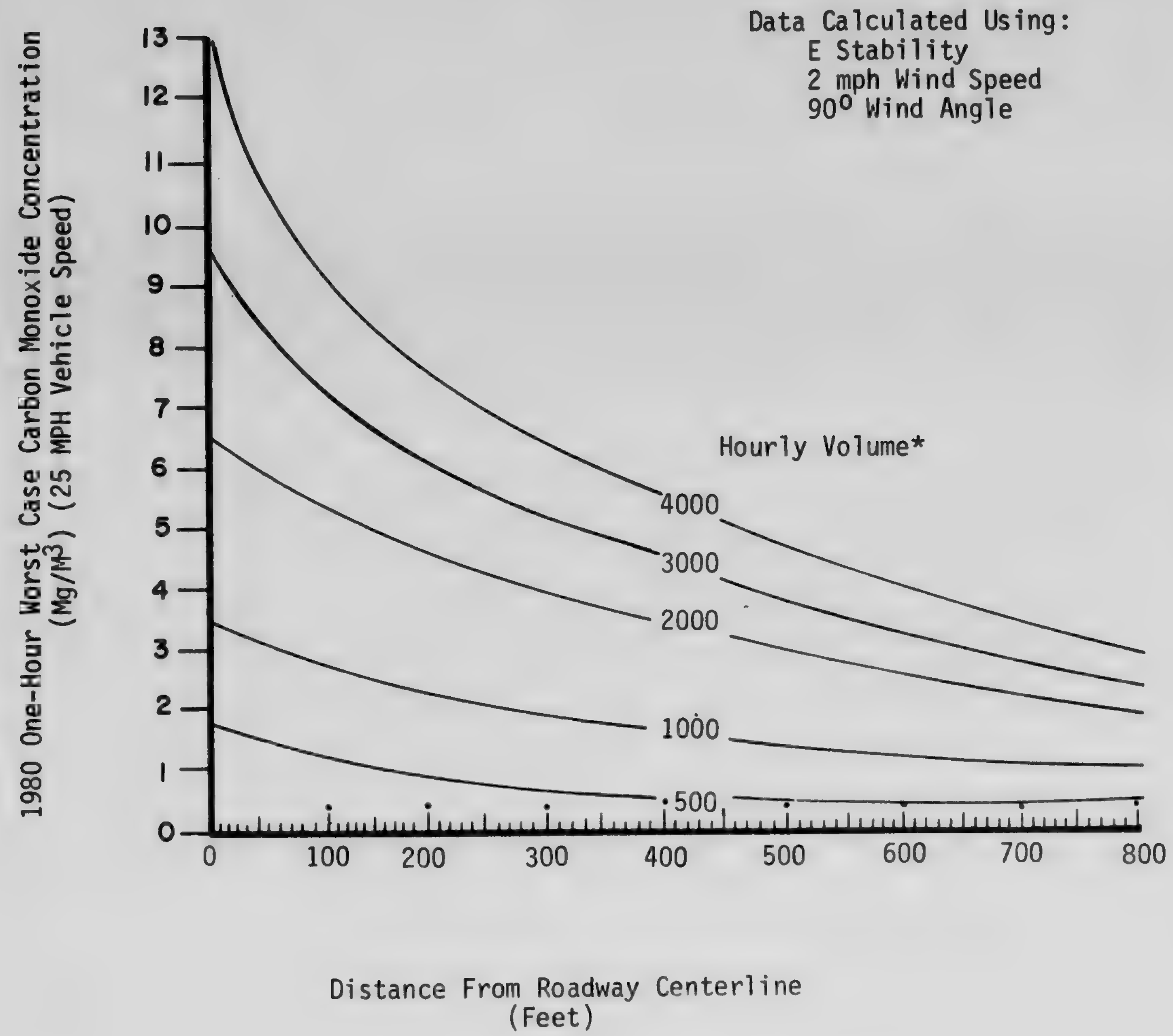
The Front Street Bypass Project assumes the following improvements: (a) widening of Front Street (Trade to Division) from two lanes to six lanes (four lanes north of Marion Street Bridge); (b) construction of the Front Street Diagonal; (c) widening of Ferry/Trade Couplet to three lanes each way; and (d) widening the Commercial/Liberty Couplet from four to six lanes each way.

The Regional Parking and Circulation Plan analyzed those selected street sections that would probably exceed future pollution standards. To determine these potential violations, pollution estimates for automobile emissions were prepared by using information from the Department of Environmental Quality and the SATS Overview Manual which showed the relationship between carbon monoxide concentration and distance (Figures 28, 29). The highest hourly volumes on a 1980 air quality deficit arterial were related to the distance from roadway to determine the eight-hour average worst case carbon monoxide concentration. Worst case data were then related to the automobile emission factor, and in turn, to background CO concentrations. The resultant figure was the (preliminary) calculation of CO concentrations along the route in question (Tables 12 and 13).

The streets selected for more detailed [illegible] within the downtown were based upon projected [illegible], [illegible] wind direction, and proximity to [illegible]. [illegible] include Liberty, Marion, and Front. [illegible] at the Farwest Federal Savings [illegible].

The data used for [illegible] include 1) meterological [illegible] temperature taken from the [illegible] in 1976; and 2) traffic [illegible] existing plus committed [illegible] but excluded the I-[illegible] by 1980.

CARBON MONOXIDE CONCENTRATION
VS.
DISTANCE



Data Calculated Using:
E Stability
2 mph Wind Speed
90° Wind Angle

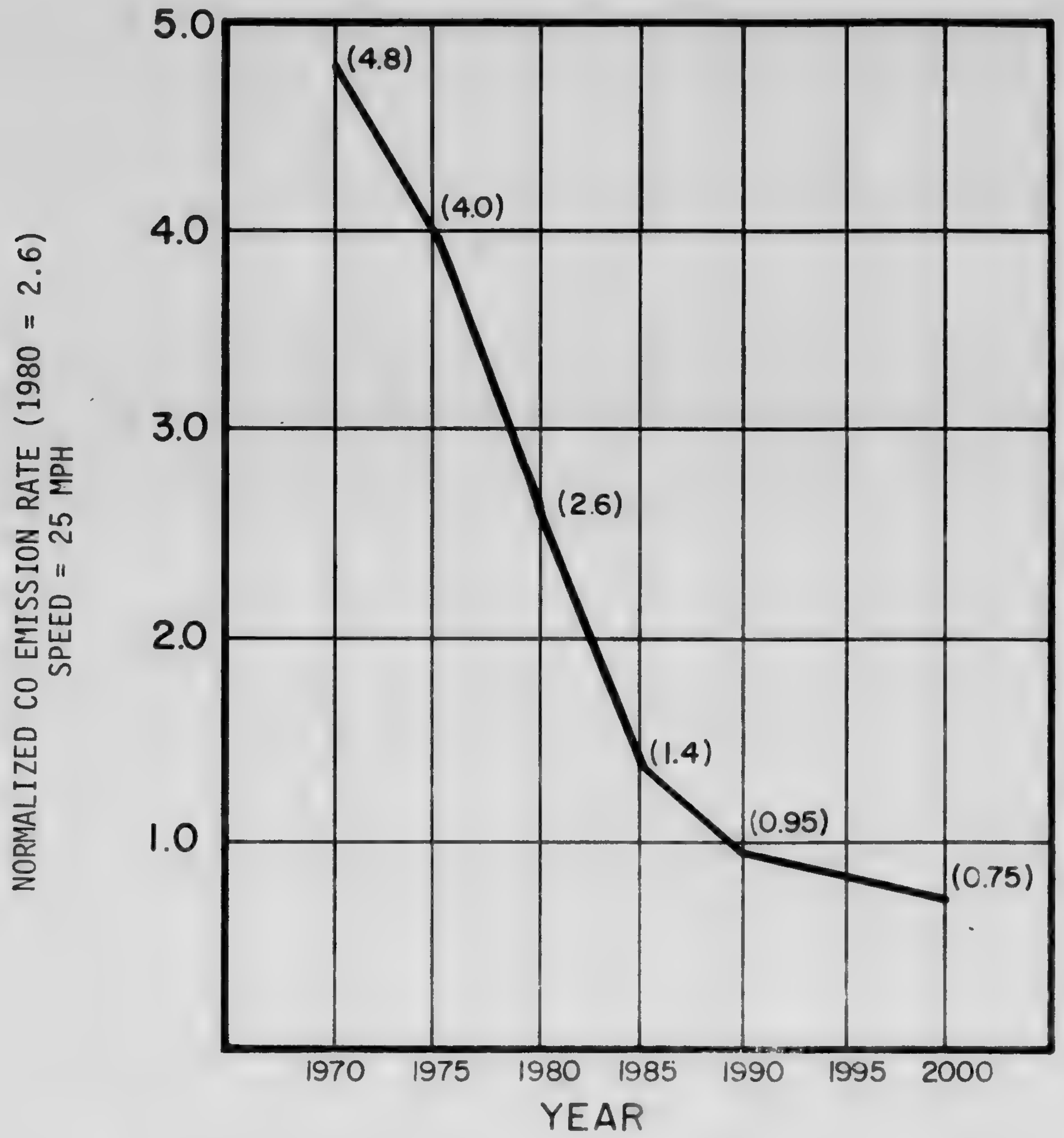
Source: ODOT, Determination of Consistency Preliminary Report April 30, 1975

*ADT = Approximately 10 X Hourly Volume

front
street
bypass

FIGURE 28

AUTOMOBILE EMISSIONS VS. TIME



Source: Regional Parking and Circulation Plan, Mid Willamette Valley Council of Governments, 1977.

front
street
bypass

FIGURE 29

Automotive emission factors were developed with the approval of DEQ as follows:

a) Model year emission factors were derived from a draft version, "Mobile Source Emission Factors, Interim Document," dated July 1977. Implementation of the 3.4 g/mi CO emission factor was assumed to be delayed until 1979.

b) Calendar year emission factors were computed from the above model year emission factors using age/use vehicle distribution calculated for Marion County.

c) Calendar year emission factors were corrected for temperature, percent trucks, and hot/cold start percentages using ODOT programs entitled ALIGN 3, DATA and ALIGN X. These programs incorporate the methodologies used in AD4Z--Supplement 5 and consequently resulted in corrected emission factors that are higher than equivalent emission factors computed exclusively with the Interim Document methodologies, had a computer program been available at the time. The emission factors used in this report are, therefore, conservative by approximately 20%.

To derive hot start/cold start percentage, a computerized technique was developed which identified trips classified by purpose.

The preliminary calculation of carbon monoxide concentrations for all streets (See Tables 21, 22) are well below the Department of Environmental Quality's primary standard for a maximum 1-hour period of 40.0 mg/m^3 (Tables 12 and 13). However, all of these streets do exceed the DEQ's primary standard of 10 mg/m^3 for 8-hour average carbon monoxide concentrations. This preliminary air quality assessment was a generalized analysis to be used only as a reference for the AIRPOL -4A Computer Model by identifying those arterials that had the greatest potential to violate future standards.

The critical year for air pollutant emissions is the proposed year of completion, 1980. Carbon monoxide and hydrocarbon emissions are the highest in 1980. However, emissions of nitrogen oxides will be higher on some streets in the Year 2000.

An Oregon Department of Transportation Computer Model (EMCAL 8) was used to determine the critical year for air pollutant emissions. The program analyzes emission factors and their respective traffic volumes and speeds. The federal emission control program reduces emissions sufficiently to allow additional traffic growth and still improve air quality. The construction of Front Street Bypass will increase the capacity of the roadway and allow a higher design speed which will increase the nitrogen oxide emissions.

The emission factors used in the air quality analysis were made using the procedures as outlined in EPA publication AP-42 "Final Motor Vehicle Emission Factor Development," January 1978. The technical input parameters and assumptions used in the emissions calculations are

Air Temperature - 40 degrees F.
Humidity - 75 grains
Hot Start - 38
Cold Start - 34
Air Conditioning Mode - 0.0
Trailer Towing Code - 0.0
Additional Load Mode - 0.0

Table 21

Preliminary Calculation of 1980 CO Impacts

Street	1-Hour Worst Case CO Concentration mg/m^3*	Emission Correction Factor	CO Background Concentration, mg/m^3	Predicted 8-Hour Concentration, mg/m^3
Commercial St. NE	3.4	2.6	3.0	12
Commercial St. SE	4.8	2.6	3.0	15
Liberty St. SE	4.4	2.6	3.0	14
12th Street SE	3.8	2.6	3.0	13
Union Street NE	3.7	2.6	3.0	12
Marion St. NE	3.4	2.6	3.0	12
Center St. NE	3.4	2.6	3.0	12
Center St. Bridge	6.6	2.6	3.0	20
Ferry St. SE	4.5	2.6	3.0	15
Pringle Creek Parkway	3.6	2.6	3.0	12
Mission St. SE	3.4	2.6	3.0	12

Source: Regional Parking and Circulation Plan: Phase 1.

*Derived using Table 21 and projected ADT (Figures 21, 22).

Average Gross Vehicle Weight
  HDG - 18,500 lbs.
  HDD - 45,000 lbs.
Engine Displacement
  HDG - 370 CID
  HDD - 600 CID
No IM Program
Vehicle Miles Traveled
  LDV - 73%
  LDT$_1$ - 16.2%
  LDT$_2$ - 6.8%
  HDG - 1.5%
  HDD - 1.5%
  Motorcycles - 1.0%

Age Use Data were obtained from Oregon Department of Transportation Motor Vehicle Division.

Worst Case Computer Modeling Input Used Is:

Wind Speed - 3 mph
Stability Class - Pasquil E
Temperature - 40 degrees F
Wind Direction - north

Environmental Impacts

The AIRPOL - 4A computer model was used to predict the 1980 CO levels at the three most critical receptor locations within the Central Salem Development Plan area. The information was extrapolated to predict CO concentrations for other areas (Table 22). The results indicate that the predicted CO concentrations along Salem's worst street sections are lower than DEQ's maximum standard to mg/m^3 for an 8-hour time period.

The Regional Parking and Circulation Plan concluded the following:

> While the 1980 predicted concentrations are a representation of the highest 8-hour average, they are sufficient to be compared with the 8-hour standard of 10 mg/m^3. The predicted 1980 concentrations are shown on Table 22 with corresponding ADT volumes. The Front Street Bypass has the lowest predicted impact on the nearest sensitive receptor. The other two sites were just under the 10 mg/m^3 8-hour standard..." "If the facilities operate as forecasted, it would appear that no significant degradation of air quality will occur and that forecasted 1980 air quality levels will not exceed State Standards with the CSDP area.

North Liberty/Commercial Couplet (Pine-Division)

The highest 1975 average daily traffic along this section is 14,700. Residential uses are located adjacent to this street. This ADT is considerably lower than those studies in the Regional Parking and Circulation Plan: Liberty-Mission, 18,000 ADT; Marion-Winter, 16,000 ADT; and Marion-Dunes Hotel, Ferry, 13,000 ADT.

Table 22

1980 Predicted Worst Case Carbon Monoxide Concentrations

Site	Predicted Concentration mg/m^3 (8-Hour Maximum)	Street	Cross Street	ADT Volume 1,000's
Front Street Bypass		Trade	Cottage Church	3.8
		Trade	Church High	8.4
		Trade	High Liberty	7.2
Marion Dunes Hotel, northeast corner	8.7	Trade	Liberty Commercial	6.6
		Trade	Commercial Front	15.5
		Ferry	Front Commercial	12.5
Marion Dunes Hotel, southeast corner	8.4	Ferry	Commercial Liberty	13.3
		Ferry	Liberty High	5.7
		Ferry	High Church	4.6
		Ferry	Church Cottage	5.4
		Liberty	State Ferry	7.8
		Liberty	Ferry Trade	15.3
		Liberty	Trade Mill	16.3
		Commercial	Mill Trade	18.7
		Commercial	Trade Ferry	9.5
		Commercial	Ferry State	7.6
		Front	State Court	29.2
		Front	State Ferry	27.1
Liberty-Mission Residential Structure, western face	9.4	Liberty	Leslie Mission	18.0
		Mission	Liberty High	10.0
Marion-Winter Residential Structure, southern face	9.3	Marion	Winter Cottage	16.0

Source: Regional Parking and Circulation Plan: Phase 1.

The AIRPOL - 4A Computer Model indicated that CO concentrations near these three receptors were lower than the DEQ primary standard of 10 mg/m^3 for 8-hour average carbon monoxide concentrations. It is therefore concluded that the CO concentrations in the North Liberty/Commercial Couplet will also not exceed the DEQ primary standard.

The Front Street Bypass Project is consistent with the State Implementation Plan for the attainment of Clear Air Quality.

5-10 ACOUSTICS

Predicted Traffic Noise Levels

Method Used There were 12 sound level measurements taken (See Figure 19) in October 1977 and January 1978 in the project area. These were taken at various times in the morning and afternoon and were used to calibrate the computer model NCHRP 117/144 for making noise level predictions.

Traffic Data Used Traffic projections for the project were made using two computer programs. One program, Future Test System One (FTS-1), loads traffic onto the existing (1975) street system plus scheduled projects. Future Test System Three (FTS-3) assumes that all projects in the Transportation Improvement Program (TIP) 1977-1982 for the Salem area would be constructed. FTS-1 and FTS-3 use loading methods that assign the traffic to the shortest routes. The basic traffic data used to extrapolate the loadings are found in the traffic section of this EIS (See Section 5-8).

Predicted Noise Levels Tables 24 and 25 list the predicted L_{10} noise levels for alternatives that were considered. Under the selected alternative noise levels would decrease on Commercial and Liberty Streets and increase along Front and Trade Streets south of Division Street. The selected alternative as well as Alternatives 3 and 4 were predicted to have the lowest noise levels over several segments of the project.

Activities Impacted By Noise Land use activities that will be affected by excessive noise are residential, commercial and park land. All alternatives would have excessive noise levels; however, the selected alternative will affect the greatest number of residences (238) but will affect close to the least number of businesses (See Table 23).

Most of the residences that will be affected by the project are along Commercial and Liberty Streets north of Market Street. Most of the Commercial establishments that will be affected are along Front Street south of Division Street (See Figure 30).

Comparison of Predicted, Existing and Design Noise Levels

Existing and predicted build and no-build peak hour noise levels are listed in Tables 24 and 25. All levels south of Division Street presently exceed the FHWA design noise guideline of L_{10} 70dBA for homes, parks, etc., and some

Table 23

Predicted Noise Impacts by Project Alternative

IMPACTED RESIDENTS

	Alt. 1	Alt. 2	Alt. 3	Alt. 4	Alt. 5
Front	25	12	12	26	12
Commerical	64	64	70	1	64
Liberty	2	92	0	0	0
Broadway	70	70	70	70	70
	161	238	152	97	146
IMPACTED BUSINESSES					
Front	26	27	27	59	27
Commercial	16	18	41	5	16
Liberty	11	7	7	7	7
Broadway	12	0	0	0	0
	65	52	75	71	50
TOTAL IMPACTED STRUCTURES					
Front	51	39	39	85	39
Commercial	80	82	111	6	80
Liberty	13	99	7	7	7
Broadway	82	70	70	70	70
	226	290	227	168	196

Table 24

South of Division Street

L_{10}dBA Noise Levels 50 ft.* from street at peak traffic hour

	Existing	1997 No Build	1997 Build
COMMERCIAL STREET			
Division-Union	73	81	77
Union-Marion	78	81	78
Marion-Center	75	75	71
Center-Chemeketa	76	75	70
Chemeketa-Court	75	76	70
Court-State	75	75	70
State-Ferry	75	75	70
Ferry-Trade	76	75	71
LIBERTY STREET			
Division-Union	72	79	76
Union-Marion	77	80	78
Marion-Center	77	79	78
Center-Chemeketa	75	75	69
Chemeketa-Court	75	75	70
Court-State	76	74	70
State-Ferry	75	74	70
Ferry-Trade	74	77	71
FRONT STREET			
Division-Union	73	77	71
Union-Marion	73	78	79
Marion-Center	73	83	83
Center-Chemeketa	73	79	80
Chemeketa-Court	73	81	82
Court-State	73	81	82
State-Ferry	73	80	82
Ferry-Trade	75	80	82
TRADE STREET			
Front-Commercial	75	80	82
BY-PASS (Division-Union)			77

*50 feet from center line of the near lane of the existing street.

Source: Oregon Department of Transportation: Environmental Section

Table 25

North of Division Street

L_{10}dBA Noise Levels 50 ft.* from street at peak hour traffic
Year 2000

		Alternatives				
	Existing	1	2	3	4	5
FRONT STREET						
Pine-Market	67	72	66	64	79	75
Market-Division	67	72	64	64	79	75
COMMERCIAL STREET						
Pine-Market	66	72	74	79	65	74
Market-Division	67	74	76	80	65	74
LIBERTY STREET						
Pine-Market	65	69	73	62	63	61
Market-Division	65	71	74	62	61	
BROADWAY STREET						
Pine-Market	71	74	72	73	73	74
Market-Division	72	77	73	73	74	74

*50 feet from center line of the near lane of the existing street.

Source: Oregon Department of Transportation: Environmental Section on Commercial and Liberty Streets exceed the guideline of L_{10} 75dBA for commercial receptors.

The average 20-year no-build increase along Commercial and Liberty Streets south of Marion Street will be less than 1 dB and the average increase along Front Street south of Marion will be 7 dB. Under the selected alternative, average noise levels will decrease by 4.5 dB from the existing situation in 20 years on Commercial and Liberty Streets south of Marion Street. This is a moderate reduction and will have a positive effect on the downtown area. Noise levels will, however, increase by 8.5 dB over the existing situation on Front Street south of Marion Street under the selected alternative, which is 1.5 dB greater than under the no-build alternative and will therefore not be significantly different than the no-build situation.

On Commercial and Liberty Streets, the design level of L_{10} 70dBA will be exceeded by 5 dB under the selected alternative in 1997 from Pine to Center Streets. The noise levels from Center to Trade Streets, however, will be 5 dB less in 1997 than the existing levels. This is a significant beneficial impact. The area of greatest adverse impact will be on Commercial and Liberty Streets north of Division. Average L_{10} noise levels on this section would be about 6 dB higher than the existing levels under the no-build alternative and will be about 8.5 dB higher under the selected alternative. Such increases are considered moderate to significant.

Evaluation of Alternative Noise Abatement Measures

Commercial/Liberty Couplet Setting This couplet is primarily comprised of single family dwelling units, most of which are occupied by renters. There are some commercial and industrial establishments mixed in, and in fact the area is in a transition phase of being converted over to commerical and multi-family residential uses.(Refer to land use map, Figure 8). The property along both sides of Commercial Street and along the west side of Liberty is zoned for commercial land uses, and the property on the east side of Liberty is zoned for multi-family residential uses.

The feasiblity of constructing barriers to reduce noise levels depends on how they would affect the overall appearance of an area, how much they would cost, whether or not they would present access difficulties, how much they attenuate noise, and whether or not they reduce traffic safety.

Sound berms are not practical since the area is residential and the right-of-way is not wide enough nor is there enough room between houses and street to install them. In addition, all abutting properties have access to Commercial and Liberty Streets for which the cost to purchase the right of access would make berm construction unfeasible.

Walls or fences could be constructed between the street and most buildings along the couplet; however, this would add an incongruent element to the neighborhood In addition to the cost of installing a barrier there would be included the cost of purchasing access rights from properties fronting Commercial and Liberty Streets.

Traffic safety would also be reduced since the barriers could not be set back enough to prevent the sight distance along Commercial and Liberty from being blocked.

The total cost for constructing a concrete barrier (See Table 26), which must include the purchase of access rights, would be prohibitive. Additionally, since this area is zoned for commercial use, a noise barrier would reduce considerably the access and visibility that a commercial establishment must have. Constructing noise barriers along this couplet is therefore not practical.

The North Liberty/Commercial Couplet has been planned to become a major traffic facility, connecting the I-305 Replacement Arterial project with the downtown area. Since the purpose of the project is to increase traffic capacity, this purpose would be defeated by restricting the use of the facility. Therefore, no traffic management measures will be taken to reduce noise levels along this couplet.

Front Street Front Street from Division to Trade Streets is characterized by commercial and warehouse development with few residences in between. Along the east side of Front Street, most buildings are built up to the sidewalk. On the west side, few buildings remain and those that do are well set back from the road. Construction of noise barriers on the east side will not be feasible since there is no room between the street and the buildings to construct them. Barriers will not be constructed on the west side since no receptors on this side will be impacted as a result of improvements to Front Street, but some will be impacted by noise from the Marion and Center Street Bridges.

A riverfront development is proposed for construction along Front Street between Union and Ferry Streets, though no specific site plan has been developed. There is a potential conflict between the future development and this project. However, since the development plans are tentative and since no activity now occurs in this area, it will be the responsibility of the developers to incorporate appropriate noise abatement measures in the design of this development.

The houses on the west of Front Street between Center and Marion Streets are between two bridges which generate substantial amounts of noise. These houses are closer to the bridges than to Front Street; therefore, any barriers between the houses and Front Street would not significantly reduce noise levels.

Table 26

COMMUNITY SOUND BARRIER CONSTRUCTION COSTS

Type of Construction	Cost for Various Barrier Heights ($/Ln. Ft.)		
	10 ft.	15 ft.	20 ft
Precast Concrete Panels	[illegible]	[illegible]	[illegible]
[illegible] concrete walls	[illegible]	[illegible]	[illegible]
Brick walls	[illegible]	[illegible]	[illegible]
Concrete [illegible] walls	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
Earth berms	[illegible]	[illegible]	[illegible]

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Marion Square Park

Park Use Marion Square Park is a downtown park with few recreation facilities other than several picnic tables. Usage is estimated to be very low. There are presently no plans to add recreation facilities and future usage is not expected to be high.

Existing Noise Levels Noise level measurements were taken at Marion Square Park in October 1977 and March 1979. Measured levels were L_{10} 72dBA 50 feet from the centerline of the near lane of Commercial Street and about L_{10} 65dBA from the centerline of the near lane of Front Street. The area of park within 50 feet of Commercial Street is presently impacted by levels exceeding the FHWA design noise guideline of L_{10} 70dBA. Computer modeling predicted that peak hour levels are currently L_{10} 78dBA 50 feet from Commercial Street and L_{10} 73dBA 50 feet from Front Street.

Predicted Levels Projected levels at Marion Square Park in 1997 under the no-build alternative would be L_{10} 81dBA 50 feet from Commercial Street and L_{10} 78dBA 50 feet from Front Street. The noise levels will be L_{10} 78dBA under the selected alternative 50 feet from Commercial, which is 3 dB less than the no-build level, and L_{10} 79dBA 50 feet from Front Street, which is only negligibly higher than the no-build level.

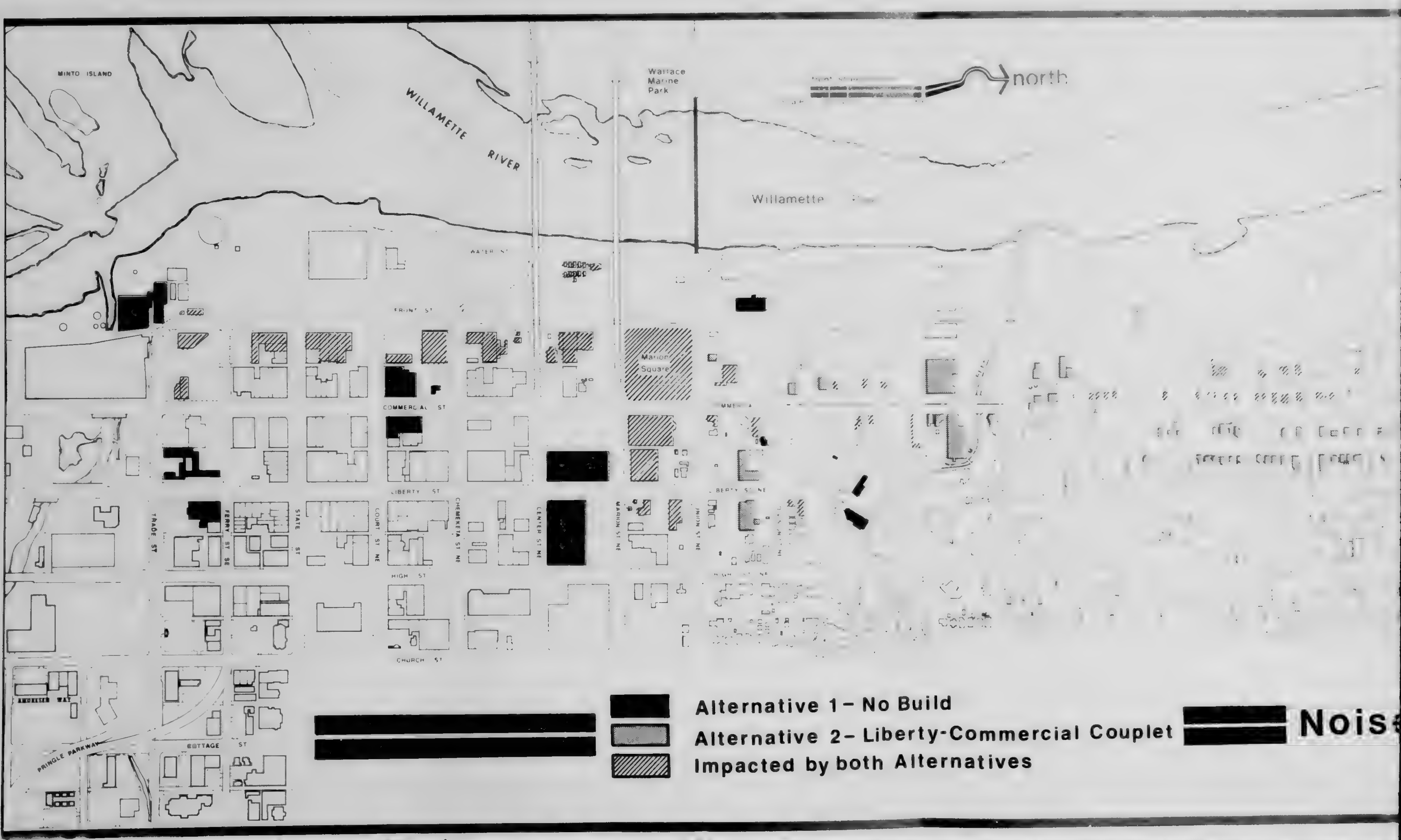
Impacts The park would be impacted by a 3 to 5 dB increase in noise levels under the no-build alternative by 1997. Under the selected alternative, noise levels will increase by 6 dB along Front Street but will not increase along Commercial Street.

The difference in the increase between the selected and no-build alternatives along Front Street is negligible; however, the increase along Commercial Street would be 3 dB less for the selected alternative. The fact that the selected alternative will have slightly improved noise levels over the no-build alternative suggests that although noise levels will increase moderately by 1997 at the park, this increase will not be due to the construction of the Front Street Bypass but to increases in traffic volumes, which in this case will occur with or without the project.

Mitigation Two types of noise mitigation barriers were investigated: walls and berms. Both could partially mitigate high noise levels at the park. However, the impacts of constructing such barriers would be greater than the benefits achieved by them.

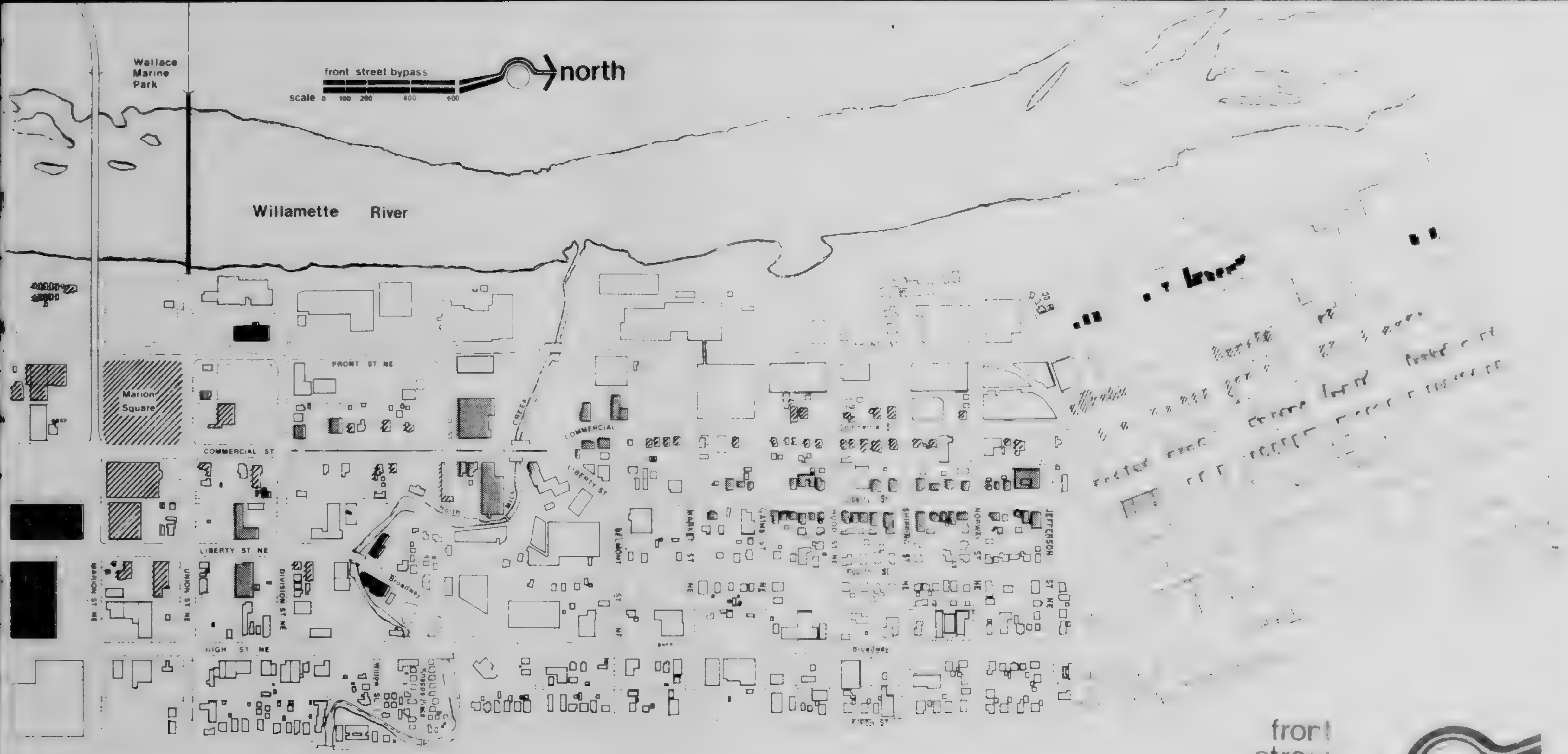
To fully mitigate adverse noise levels, barriers would have to block noise from Front Street, Commercial Street, and the elevated approach ramp to Marion Street Bridge. It would not be feasible to construct a barrier to block noise from the bridge approach ramp, which is about 20 feet high at the southwest corner of the park, due to the potential size and cost of such a structure. Since this is the case, noise from this ramp would reduce the effectiveness of berms or walls along the Commercial and Front Street sides of the park.

A wall or berm along the Commercial Street side of the park was considered. Since this section of Commercial Street is not part of the project, however, such a barrier will not be constructed. An adverse impact of constructing walls or berms on both sides of the park would be to reduce security in the park, resulting in increased crime and decreased use.


MINTO ISLAND
WILLAMETTE RIVER
Wallace Marine Park
Willamette
north
WATER ST
FRONT ST
COMMERCIAL ST
LIBERTY ST
HIGH ST
CHURCH ST
TRADE ST
FERRY ST SE
STATE ST
COURT ST NE
CHEMEKETA ST NE
CENTER ST NE
MARION ST NE
UNION ST NE
Marion Square
PRINGLE PARKWAY
COTTAGE ST

Nois

▇ Alternative 1– No Build
▒ Alternative 2– Liberty-Commercial Couplet
▨ Impacted by both Alternatives


Wallace
Marine
Park
front street bypass
scale 0 100 200 400 600
north
Willamette River
Marion Square
FRONT ST NE
COMMERCIAL ST
COMMERCIAL
LIBERTY ST
LIBERTY ST NE
MARION ST NE
UNION ST NE
DIVISION ST NE
HIGH ST NE
Broadway
Willow St
Knapps Place
Mill Creek
BELMONT ST NE
MARKET ST NE
GAINES ST NE
HOOD ST NE
SHIPPING ST NE
NORWAY ST NE
JEFFERSON ST NE

■ **Alternative 1 – No Build**

▩ **Alternative 2 – Liberty-Commercial Couplet**

▨ **Impacted by both Alternatives**

Noise Impacts

front street bypass

FIGURE 30

Since there is no space within the Front Street right-of-way next to the park to construct a berm, one would have to be constructed on park property. This, however, would occupy at least ten percent of the park area and would require the removal of a dozen or more large trees from the park's west side. This would be a negative impact with only a small reduction of noise. In addition, an eight to ten foot high wall would result in a significant adverse aesthetic impact to the Marion Park vicinity, which has few structures of this type. A wall would be incongruent with the visual character of the park and the landscaped bypass. Walls or berms would also restrict access to the park since, to be effective, such barriers must be continuous.

Some aspects of the project will benefit the park. Railroad tracks that currently occupy the Front Street median will be moved 50 feet to the west, resulting in decreased noise levels from passing trains. The median of Front Street will also be raised and landscaped, resulting in a slight decrease in noise levels from southbound traffic.

Any traffic management systems employed on Front Street to reduce noise would be counter to the purposes of the project, i.e., increased traffic capacity and traffic flow. The effectiveness of such measures would be minor unless steps were taken to restrict traffic on Commercial Street and the Center Street Bridge. This cannot be done since there are no other streets upon which traffic can be rerouted. Therefore, no traffic management measures will be taken to attempt to reduce excessive noise levels.

Proposed Noise Abatement Measures

Since there are no prudent and feasible mitigation measures that could be taken to reduce excessive noise levels as a result of this project, none are proposed. It is recommended, however, that future multi-family residential buildings on Liberty Street be constructed in such a way that no doors or windows face Liberty Street or that any windows facing Liberty Street be double-paned. This will ensure that interior noise levels are kept to a minimum.

A request for exceptions to meeting the design noise guidelines is not necessary.

Construction Noise Analysis

Project construction may create excessive noise levels that could disturb the public. Areas adjacent to the project will experience increased noise levels during construction of the project. Equipment use, hauling of material, detouring of traffic, and various construction techniques add to the noise problem.

Construction noise is usually short term and rarely occurs at one site for an extended period. It can, however, be a nuisance in a residential area, such as along Commercial and Liberty Streets north of Belmont. Therefore, there will be time constraints on construction work in order to avoid significant disturbances at normally quiet hours of the evening, night and early morning.

Chapter 93.090 of the Salem Revised Code generally restricts construction noise (as well as other loud noises) between the hours of 7 a.m. and 6 p.m. or if necessary until 9 p.m. Since the contractor is responsible for obeying all local ordinances, laws and regulations, these hours shall apply to this project in order to minimize noise disturbances. These time constraints will be written into the construction contract specifications.

Coordination With Local Officials

Noise and other environmental concerns were addressed in the Draft Environmental Impact Statement which was circulated and commented upon by local officials. There have been two public hearings, and in addition a technical advisory committee and a citizens advisory committee met, reviewed the environmental concerns, and made recommendations. Additionally, noise mitigation measures have been developed in cooperation with the City Department of Public Works.

5-11 SAFETY

Pedestrian/Bicycle Safety (See Figure 22)

Front Street with its projected 40,000 - 50,000 ADT will be a major barrier to pedestrian and bicycle traffic desiring to move between the CBD and the riverfront. It is the intent of the Downtown Riverfront Development Program to "open up" the riverfront, i.e., to increase utilization for recreation and housing, increase employment opportunities along the waterfront (e.g., a marina), and develop more efficient commuter/employee bicycle traffic. However, the proposed signal at Court and Front Streets is intended to permit pedestrian crossing in two phases, i.e., a pedestrian would have to wait on the median for the next signal cycle to cross the second half of Front Street. This will be a disincentive to the pedestrian. North of Division Street it will be easier and safer to cross the Commercial/Liberty Couplet than a two-way street. However, without pedestrian/bicycle/vehicle actuated signals at key points, crossing could be both difficult and dangerous because of the planned three lanes and 20,000 ADT projected on each leg of the couplet. Under alternative 3 (Commercial Street) and 4 (Front Street), crossing a six lane facility with ADTs approaching 40,000 would be extremely difficult and unsafe without crossing signals. Alternative 5 (Front/Commercial) would be similar to alternative 2 (Liberty/Commercial). Pedestrian favored signals will be investigated in the future as the riverfront becomes developed and as pedestrian flow increases to the point where such signalization is warranted. The installation of pedestrian favored timed signals is not prudent or feasible at this time.

Several alternative bicycle lanes to the Front Street Bypass have been proposed by the Salem Area Bicycle Advisory Committee to ensure safety to the bicyclist, and provide an efficient network with few obstructions to travel. Bicycle lanes have been proposed to be located on low traveled streets with easy access to the CBD from outlying areas, the waterfront park, and points west via the Marion and Center Street bridges. Within the CBD, north-south routes could be [illegible] on High, Church, Cottage, or Winter, all of which should receive less traffic when the Front Street Bypass is completed. If disincentives for through traffic in the CBD are implemented--specifically Commercial and Liberty [illegible] of Trade Street) - and signals are installed at Trade [illegible]

Streets, then these streets will link the bicyclist between the existing Pringle Park pedestrian/bicycle facility and the CBD (See Figure 22).

If a pedestrian bicycle facility is shown not to be feasible on the Marion Bridge, it will then be necessary to incorporate a two-way bicycle/pedestrian lane on the Center Street Bridge or construct a separate bicycle/pedestrian bridge over the Willamette River.

If a pedestrian/bicycle overpass (as a future project) connecting the east and west sides of Front Street is built adjacent to the Center Street Bridge, then a ramp could be built beneath the Center Street Bridge (when the bridge is rebuilt) connecting the bicycle/pedestrian overpass and the Center Street Bridge/pedestrian facility.

As noted earlier, the bypass will remove the railroad tracks which presently lie in Trade Street between Front and 12th Streets. This will allow the abandoned rail bed to be used as a bicycle path into Willamette University between Winter and 12th Streets. Construction of a bicycle path would, however, be entirely up to Williamette University. A bicycle path would provide better access, particularly for university students. This path could connect to the bicycle routes on Mill Street and the 12th/13th Street couplet. The 12th/13th Street couplet in turn would connect to the proposed bicycle routes on Mission from 12th to 25th Streets, scheduled to be built in a few years and the existing bicycle path on Mission from 25th to Airport Road. This path eventually connects to Cascade Gateway and Bush Pasture Parks.

Vehicle Safety

Because the average daily traffic will increase substantially by the Year 2000, a greater potential for traffic accidents can be expected where motorists attempt to cross or enter the facility. Increased traffic congestion caused by traffic signals between Division and Church Streets will probably increase the potential for rear-end collisions. The increased ADT will also increase the safety hazards associated with multiple driveway access along Liberty, Commercial, and Front Streets and increasingly difficult access to and from those streets.

Vehicle safety will also be associated with pedestrians and bicyclists who attempt to cross streets at other than designated points.

Mitigation

Adequate time will be provided for pedestrians to cross Front Street in two phases, stopping at a safe median island after the first phase. This will not hinder traffic flow to a significant degree. In addition to this, several signals will have pedestrian pushbutton activators. Bicycle routes will also be clearly signed. No grade separated bicycle paths will be provided at this time, as a comprehensive bicycle plan is being developed for the city. It would be better to wait until the plan is adopted then build a bicycle path in harmony with it. A pedestrian overcrossing was considered, but it was determined that such a structure is not warranted at this time. One will be considered during the planning of future bridge widening projects.

5-12 RIGHT-OF-WAY

All right-of-way except for a few small parcels has been acquired and relocations have been completed. Right-of-way acquisition occurred because it was not anticipated that federal financing would be available. Acquisition conformed to the requirements of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. The City provided the funds and there were twelve businesses, two residences, and two apartment buildings relocated. Negotiations have not been completed with the two railroad companies and Boise Cascade Corporation. In addition, several small properties and easments remain to be acquired. None of these additional properties involve relocation.

Figure 31 shows all the displacements that would occur under the alternatives considered, excluding those which have been completed. The figure shows that Alternative 3 would have the greatest impact followed by Alternative 4. Alternative 5 would have had the least impact of the build alternatives.

The impacts of the selected alternative, though not as low as for some of the other alternatives, have been mitigated, except for the negotiations pending with Boise Cascade Corporation and the two railroad companies. These, however, will be completed before construction, resulting in full mitigation of all right-of-way impacts.

Table 27 lists the existing right-of-way widths and additional right-of-way required for each affected street under each alternative. Additional right-of-way required for the selected alternative is limited up to 166 feet on Front Street and 14 feet on Trade Street. The excessive right-of-way width on Front Street was added to accommodate the relocated railroad tracks. Once relocated, that portion of the right-of-way on which the tracks are relocated will be deeded to the railroad company, leaving a maximum width of 240 feet on Front Street.

In summary, all relocations have occurred under the selected alternative, thus minimizing displacement impacts. The additional right-of-way to be acquired is minor and will not constitute a significant impact.

5-13 PUBLIC FACILITIES

Pringle Creek Urban Renewal Area

Effects of the project on this area south of Trade Street are considered to be positive because of the removal of railroad tracks from Trade Street and improvements, including landscaping, to Trade Street.

Fire Station #1

In order to minimize conflicts with vehicles on Trade Street, a 22-foot fire lane is included as part of Trade Street development on the south side between

Table 27

Additional Right-of-Way Requirements

Measured in Right-of-Way Cross-Section Widths (in feet)

	Alter. 1		Alter. 2		Alter. 3		Alter. 4		Alter. 5	
	Exist	Reqd	Exist	Reqd	Exist	Reqd	Exist	Reqd	Exist	Reqd
Ferry Street										
Church-High	66	0	66	0	66	0	66	0	66	0
High-Liberty	66	0	66	0	66	0	66	0	66	0
Liberty-Commercial	66	0	66	0	66	0	66	0	66	0
Commercial-Front	66	0	66	0	66	0	66	0	66	0
Trade Street										
Church-High	99	0	99	0	99	0	99	0	99	0
High-Liberty	99	0	99	0	99	0	99	0	99	0
Liberty-Commercial	90	0	90	0	90	0	90	0	90	0
Commercial-Front	56	56	56	14	56	14	56	14	56	14
Front Street										
Ferry-Center	99	0	99	7-166	99	7-166	99	7-166	99	7-166
Center-Union	99	0	99	66	99	66	99	66	99	66
Union-Division*	110	0	110	0	110	0				
Union-"D" Street	99	0					99	49	99	0
"D" Street-Market	60	0					60	88	60	39
South Street-Grove	99	0					99	15	99	0
Grove-Pine Street	73	0					73	41	73	0
Commercial Street										
Division-Mill Creek	99	0	99	0	99	0				
Mill Creek-Pine	66	0	66	0	66	44				

*New Diagonal

Commercial and Liberty Streets. This will assure good response southbound on Commercial Street. Access to Front Street Bypass will be via Liberty Street to Ferry Street. High projected traffic volumes west of Liberty Street on Ferry Street will impede movement of emergency vehicles, particularly during peak hours. Emergency vehicles may find it necessary to use Liberty and Church Streets northbound through the downtown during periods of congestion..

Willamette River Greenway - Riverfront Development

This proposed urban development is located west of Front Street between Court and Union Streets. It is described in more detail in Chapter 4. The primary beneficial impact identified with the selected alternative upon this proposed facility is that the landscaping along the Front Street Bypass will enhance the attractiveness and become an integral design element of this development.

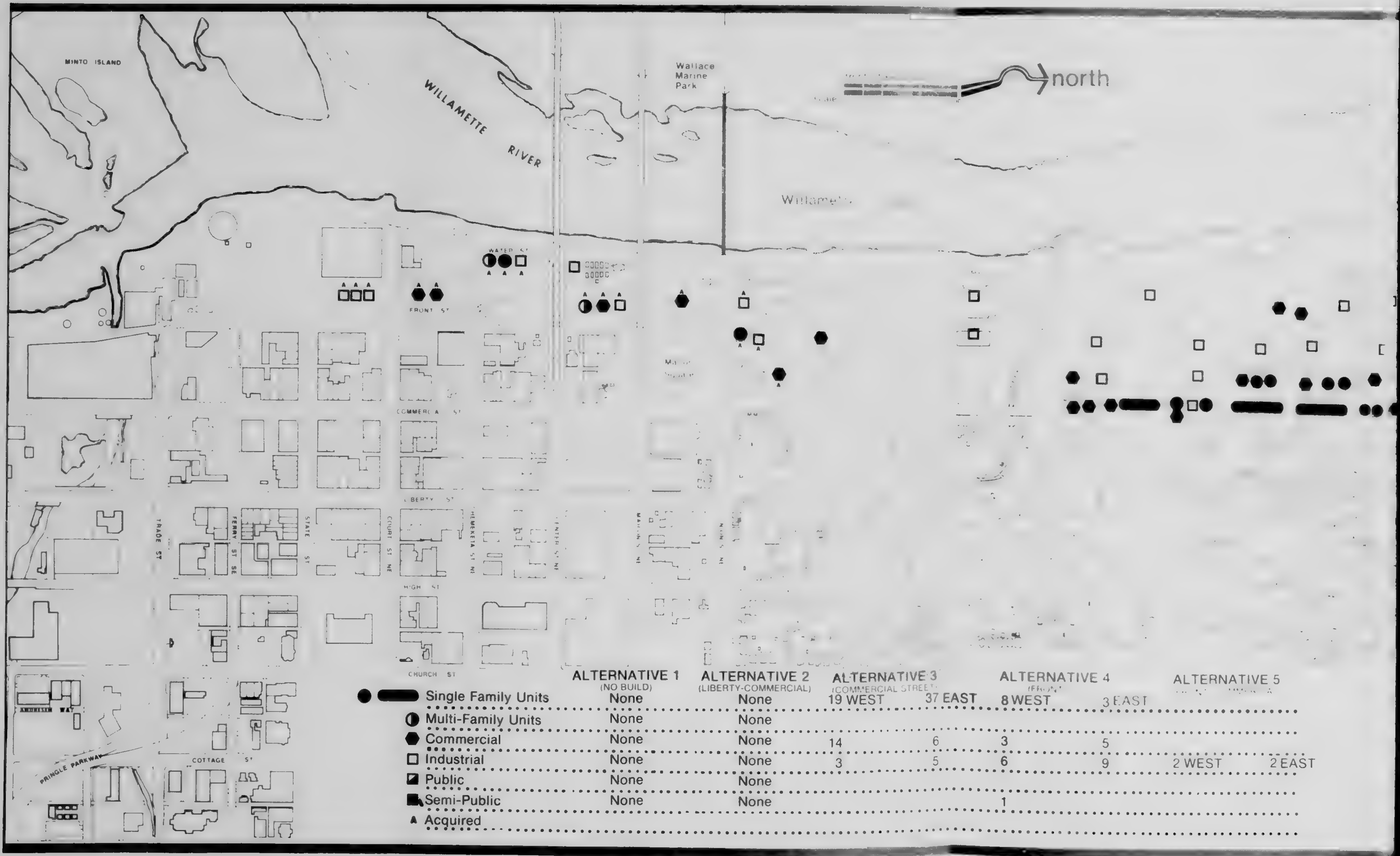
Adverse impacts include problems associated with providing adequate and safe access across Front Street between the retail core and riverfront. East-west access across Front Street will be limited to a signalized intersection at Court Street and north of Union Street. These signals will be four blocks apart.

Mitigating Measures

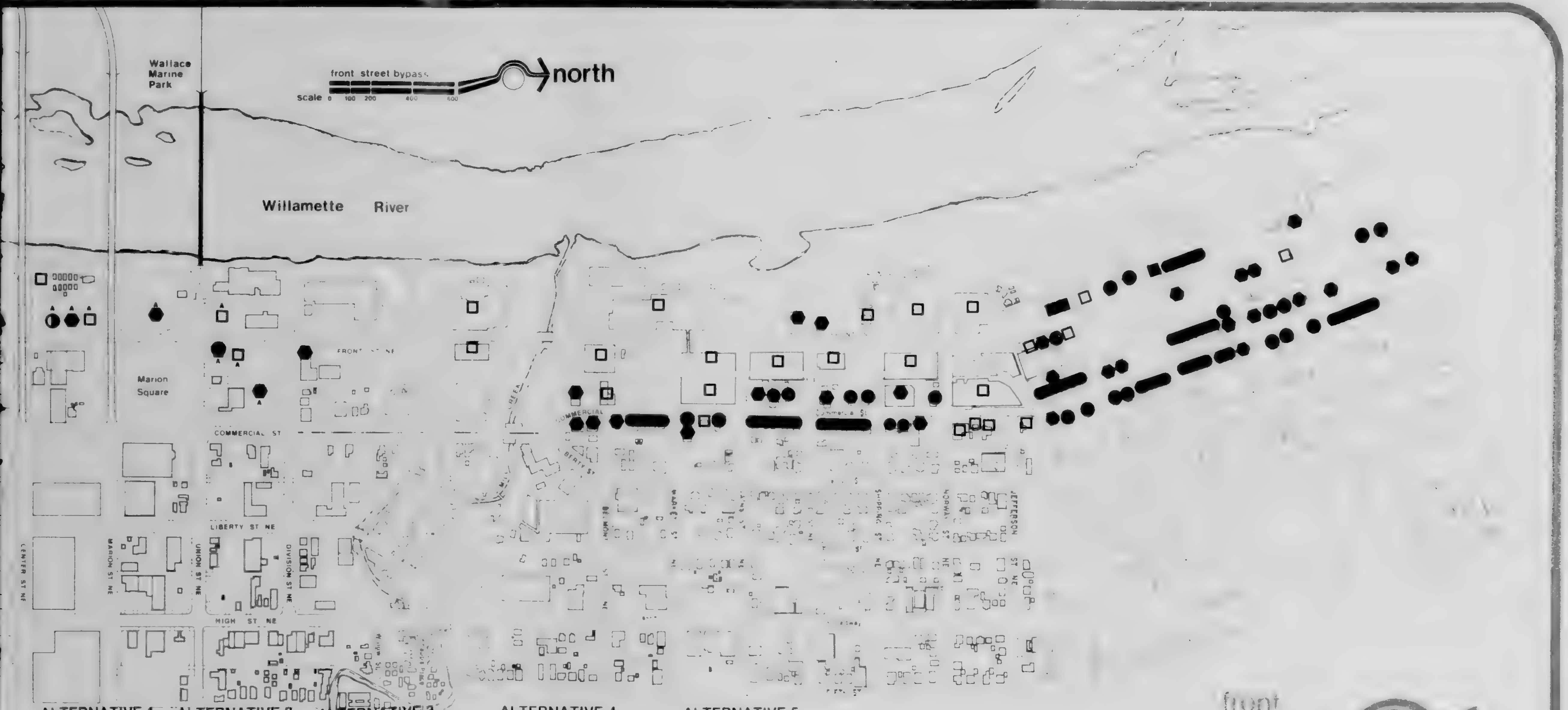
The various elements of the Front Street Bypass (signalization, signing, street furniture, landscaping) will be compatible with Pringle Creek Urban Renewal Area, Civic Center, proposed downtown and greenway development areas.

All traffic signals will have fire-preemption equipment to aid emergency services.

Pedestrian access to the riverfront from downtown will be studied during the Marion and Center Street Bridge projects. A pedestrian overcrossing will be studied in conjunction with bridge improvements. This overcrossing would enhance access to the riverfront area.


MINTO ISLAND
WILLAMETTE RIVER
Wallace Marine Park
Willamette
north
WATER ST
FRONT ST
COMMERCIAL ST
LIBERTY ST
TRADE ST
FERRY ST SE
STATE ST
COURT ST NE
HEMEKTA ST NE
CENTER ST NE
MARION ST NE
HIGH ST
CHURCH ST
COTTAGE ST
PRINGLE PARKWAY

	ALTERNATIVE 1 (NO BUILD)	ALTERNATIVE 2 (LIBERTY-COMMERCIAL)	ALTERNATIVE 3 (COMMERCIAL STREET)		ALTERNATIVE 4 (FRON		ALTERNATIVE 5 [illegible]	
● ▬ Single Family Units	None	None	19 WEST	37 EAST	8 WEST	3 EAST		
◐ Multi-Family Units	None	None						
⬢ Commercial	None	None	14	6	3	5		
☐ Industrial	None	None	3	5	6	9	2 WEST	2 EAST
◪ Public	None	None						
■ Semi-Public	None	None			1			
▲ Acquired								


Wallace Marine Park
front street bypass
scale 0 100 200 400 600
north
Willamette River
Marion Square
FRONT ST NE
COMMERCIAL ST
COMMERCIAL
LIBERTY ST
LIBERTY ST NE
CENTER ST NE
MARION ST NE
UNION ST NE
DIVISION ST NE
HIGH ST NE
BELMONT
SHIPPING ST
NORWAY ST
JEFFERSON ST NE

	ALTERNATIVE 1 (NO BUILD)	ALTERNATIVE 2 (LIBERTY-COMMERCIAL)	ALTERNATIVE 3 (COMMERCIAL STREET)		ALTERNATIVE 4 (FRONT ST)		ALTERNATIVE 5 (FRONT COMMERCIAL	
its	None	None	19 WEST	37 EAST	8 WEST	3 EAST		
	None	None						
	None	None	14	6	3	5		
	None	None	3	5	6	9	2 WEST	2 EAST
	None	None						
	None	None			1			

front street bypass

Right of Way Displacement

FIGURE 31

front
street
bypass

Resource Use And Environmental Productivity

Chapter 6

Chapter 6

RESOURCE USE AND ENVIRONMENTAL PRODUCTIVITY

6-1 RELATIONSHIP BETWEEN LOCAL SHORT TERM USES OF MAN'S ENVIRONMENT AND MAINTENANCE AND ENHANCEMENT OF LONG TERM PRODUCTIVITY

The purpose of this section is to identify and analyze the advantages and disadvantages of various alternatives from both the short term and long term perspectives.

Alternative 1 - No Build

In the short term, this alternative would prolong the present pattern of traffic congestion in the downtown, result in a steady increase of traffic on Front Street, and reduce pedestrian, bicycle and vehicle safety. North of downtown, wildlife habitat would be protected along Mill Creek in the short term, but would be threatened in the long term by future development. In the short term, residential areas north of Division Street would benefit from lower traffic volumes than those projected for the other alternatives.

Long term effects would be more significant. As traffic volumes would increase, traffic congestion in the downtown and along Front Street would cause severe vehicle/pedestrian/bicyclist conflicts. North of Division Street, residential areas would be impacted by less traffic than with the build alternatives, but would nevertheless experience an increase in traffic. Land use and transportation plans would have to be revised since projected commercial and industrial land uses west of Liberty Street (north of Division Street) are predicated upon the transportation element which includes the Liberty/Commercial Couplet. Downtown plans would likewise have to be reevaluated.

Alternative 2 - (The Selected Alternative) North Liberty/Commercial Couplet

Short term effects of this alternative will be an increase in traffic congestion and noise and air pollution. Vehicular and pedestrian safety will suffer during this period because of a lack of separated vehicle/pedestrian/bicycle facilities and the tendency of traffic to infiltrate residential areas. The tendency for increased traffic in the downtown during construction of Front Street may prove a disincentive to shoppers who find themselves competing with non-CBD oriented traffic. Some disruption of Mill Creek may occur in the vicinity of the Commercial Street Bridge during construction (See Section 5-3).

Long term gains will offset short term losses. Division of through traffic onto Front Street and the Liberty/Commercial Couplet will reinforce downtown plans and planned commercial and industrial expansion west of Liberty Street. If proper procedures are undertaken, as planned, to protect wildlife habitats along Mill Creek, this environment will stablilize to the long term benefit of the natural as well as man's environment.

Alternative 3 - Commercial Street

South of Division Street Short and long term effects of this alternative would be the same as those discussed under Alternative 2.

North of Division Street Short term losses would include the loss of residential units and displacement of persons along Commercial Street. Those persons displaced would be of low income, and some elderly persons for whom affordable replacement housing would be difficult to locate. However, planned commercial and industrial expansion in this area would eventually displace these dwelling units. Other wildlife habitats would be affected during reconstruction of the Commercial Street Bridge. Traffic infiltration of residential areas would cause vehicular, pedestrian and bicycle safety problems as motorists sought alternate routes around construction.

Long term benefits are believed to outweigh short term losses. Traffic would be directed onto Commercial Street and would reinforce plans for commercial and industrial development while enabling Liberty Street to revert to a residential street and residential units along it to remain. Acquisition of adequate right-of-way would enable design features to be employed such as landscaping, berming, separated pedestrian and bicycle facilities, and revised access to properties, resulting in improved safety, efficiency, and reduced noise and air pollution to residential uses. Commercial and industrial uses should be reinforced under this alternative, offsetting losses in tax revenue as a result of acquisition. Wildlife habitats along Mill Creek could be expected to re-establish themselves if proper mitigating measures were taken, followed by environmental management techniques.

Alternative 4 - Front Street

South of Division Street Short and long term effects of this alternative would be the same as those discussed under Alternative 2.

North of Division Street Short term losses as a result of construction would be considerable. Extensive relocation of railroad tracks and spurs, rebuilding of the Front Street bridge and construction of a new railroad trestle across Mill Creek would severely disrupt access to a number of commercial and industrial uses along Front Street and result in significant rerouting of traffic onto Liberty and Commercial Streets. A number of commercial and industrial uses under this alternative would be displaced, resulting in a very substantial loss in tax revenue and perhaps jobs if all these enterprises were not relocated in the Salem area. It is probable that some but not all of this revenue would be recaptured through other industrial development in the immediate area. Wildlife habitats, particularly fishlife, could be damaged as a result of construction of the Front Street bridge and railroad trestle. Residential areas along Liberty and Commercial Streets would experience increased traffic, particularly trucks, as well as air and noise pollution during construction.

Long term gains would offset short term losses to a considerable degree. Traffic would be directed onto Front Street and away from residential areas to the east, and would tend to reinforce commercial and industrial uses planned for the area west of Liberty Street. However, there could be expected conflicts between truck and other vehicle movements because of the number of industrial uses that are oriented around or require access from Front Street. As a consequence, a significant number of trucks could be expected to use Commercial Street to avoid these conflicts and the efficiency of Front Street would suffer as a result of these truck movements. Vehicle, pedestrian and bicycle safety would not be as good as under other alternatives because of greater conflicts between truck and vehicular traffic, railroad tracks and movements. If mitigating measures were undertaken, long term damage to wildlife habitats could be expected to be negligible.

Alternative 5 - Front/Commercial Couplet

South of Division Street Short and long term effects of this alternative would be the same as those discussed under Alternative 2.

North of Division Street Short term losses would be moderate under this alternative. Traffic revisions as a result of railroad track relocation and bridge reconstruction along Front Street would disrupt access to industrial uses along Front Street and divert traffic onto Liberty and Commercial Streets. No residential displacements would take place under this alternative, but two industrial establishments would be displaced resulting in a lower tax base. This would probably be offset to some degree through increased access and support of commercial and industrial uses under this alternative. Some disruption of wildlife habitat as a result of bridge construction over Mill Creek at both Front Street and Commercial Street could be expected. Pedestrian and bicycle safety would be a problem because of increased traffic volumes and railroad tracks and movements.

Long term gains would generally offset short term losses. Traffic would be routed away from residential areas along Liberty Street and would reinforce plans for commercial and industrial uses west of Liberty Street. If pedestrian crossings were provided at key locations, safety related problems of crossing the facility could be minimized. Multiple driveway accesses along [illegible] streets would pose a safety problem for motorists and pedestrians. With proper mitigating measures, wildlife habitats could re-establish themselves and stabilize. Relocation of railroad tracks and cars would reduce conflicts between rail and vehicular traffic; however, there would be some conflicts between passenger vehicles and truck traffic, particularly along Front Street.

6-2 IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES

Alternative 1 - No Build

Irreversible and irretrievable commitment of resources associated with this alternative would be increased traffic and safety problems associated with heavier traffic volumes in the downtown, and potential lost economic vitality of the downtown because of congestion,and of planned industrial and commercial areas north of the downtown because of inadequate transportation facilities. Increased traffic congestion and resulting reduced speeds would result in greater fuel consumption and air pollution.

In addition, money expended on right-of-way would not be entirely retrieved, and there would be lost tax base due to development of the riverfront not being fully realized, removed uses along Front Street, and reduced downtown development.

Alternative 2 - North Liberty/Commercial Couplet

Under this alternative, there are several resources that will be committed. Federal, state and local funds will be committed as well as the necessary material, labor and fuel consumption associated with construction. To a minor degree, wildlife habitat may be damaged or displaced as a result of bridge modification over Mill Creek. Commitment to this alternative also is a commitment to commercial and industrial development west of Liberty Street, which is consistent with land use and transportation plans, resulting in increased truck traffic.

Alternative 3 - Commercial Street

Irreversible commitment of resources would be the same as those identified under Alternative 2. In addition, residential, commercial and industrial uses displaced under this alternative would be lost, even though residents and industries may be relocated.

Alternative 4 - Front Street

Under this alternative, irreversible and irretrievable commitment of resources would be similar to those identified under Alternative 3. However, substantial displacement of industrial and commercial uses would take place, which would not be fully recaptured in the community. In addition, there would be greater conflict between passenger vehicle, truck, rail, pedestrian and bicycle movements than under Alternatives 2 and 3. Further, the potential for loss of wildlife habitat would be much greater than with the other alternatives because of bridge and railroad trestle construction over Mill Creek.

Alternative 5 - Front/Commercial Couplet

Irreversible and irretrievable commitment of resources under this alternative would be similar to those identified under Alternative 2. There would, however, be two industrial uses displaced under this alternative. Commitment to this alternative would also mean a greater degree of passenger car, truck and rail conflicts than under Alternatives 2 and 3. The potential exists under this alternative for loss of wildife habitat associated with bridge and railroad trestle construction over Mill Creek.

front
street
bypass

Comments and Responses

Chapter 7

Chapter 7

COMMENTS AND RESPONSES

Public Hearings for the Front Street Bypass Project were held at the Salem City Council Chambers on May 8 and May 22, 1978. The consensus of individuals and organizations presenting oral and written testimony at these hearings was favorable concerning the proposed project (see Chapter 2). However, a number of questions were raised concerning project details. In all, twelve individuals and groups made oral or written comments at the two public hearings. Two of the comments required responses. These comments and responses are presented as items 37 and 38 below.

Comments on the draft environmental impact statement were received from 21 agencies and individuals. These comments and responses occupy the remainder of this section excluding items 37 and 38. All written comments received on the draft environmental statement are contained in Appendix B. Numbers next to the vertical bars in each commentary refer to statements which were extracted for response in this section.

1. Eoff Electric Company

Comment:

Our freight elevator is located on Front Street. This is the only freight access to our third floor warehouse. The City is now prohibiting trucks from backing into this loading dock. This has effectively prevented us from using our freight elevator or this warehouse space.

The entrance to our lower warehouse is in the alley which lies between Front Street and Commercial Street. We can no longer depend upon this freight access because the alley has become so congested. The congestion is due in part to trucks which must now use the alley for deliveries to businesses on both Commercial Street and Front Street. The congestion also results from passenger cars which use the alley as a shortcut between Court Street and State Street.

Response:

As alluded to in the letter, the City Council has exercised authority in restricting parking on Front Street due to increased traffic volumes presently generated by the Center Street Bridge off-ramp. Consequently, this action has eliminated past practices of trucks backing up to loading facilities and blocking travel lanes. As a result, measures will be taken to provide for alternate access to businesses along Front Street. Principle measures will be to work with owners and tenants to assure access by alley or side street.

2. George P. Laborde

Comment:

In considering the Bypass, instead of forcing these parkers out of the area, please consider constructing a second level over the two block area from State to Chemeketa Street. If the construction would extend to the east side of Front Street there would not only be additional parking provided but the problem of pedestrians crossing busy Front Street solved. Railroad trains and fast moving traffic could easily pass under such a structure. Being only one story, it would not be the eyesore the structure planned for Liberty and Ferry Streets would be.

Response:

The area west of Front Street between State Street and Chemeketa is scheduled for redevelopment under the Riverfront Greenway Development. Any decision proposing a parking structure would be out of the project area for the Front Street EIS.

3. Myrna Simmons

Comment:

I am not a city resident, but would like to offer some suggestions. I have frequent business at the Ladd and Bush Bank and American Federal Savings, and living west of the river, it is quite difficult getting to these places without traveling several extra blocks. My idea would be to return Ferry Street to one-way eastward and make Trade Street two-way. This is an extra wide street and with a little re-vamping of its connection with the Pringle Parkway, could be done very easily. The area where the Parkway rounds the corner between Winter and Cottage Streets westbound is empty space anyway, so why not re-do it and make Trade Street a lovely boulevard? With both Ferry and State now going west, it is very inconvenient (and wastes fuel) for people living west and north of downtown to reach these businesses previously mentioned. It seems some planners feel the residents of the west and north areas are just the ugly step-children and if ignored long enough we may go away. But we still do most of our shopping in downtown Salem and feel we should have some consideration in these matters.

Response:

The main purpose of the Front Street Bypass project is to divert through traffic around rather than through the Salem Central Business District. The Bypass will connect to the Pringle Creek Parkway using the Ferry-Trade Couplet. In order to provide an adequate level of service, the entire couplet is needed. It would not be possible to carry the projected traffic on two-way Trade Street without acquiring additional right-of-way.

4. Comment:

I would like to comment how much we appreciate, and frequently use, the off-ramp on the Center Street bridge. I would really like to see another *one northbound and also some on-ramps from Front Street onto the Marion Street Bridge. If we can't have another bridge, let's at least make the most of the ones we have.*

Response:

Environmental studies are currently underway for improvements to the Marion and Center Street bridges. Proposals to widen the bridges and construct additional ramps to Front Street will be studied. At this point, it does look feasible to construct more ramps.

5. Citizens Advisory Traffic Commission

Comment:

CATC recommends serious consideration be given to a spacious vehicular/pedestrian underpass at or in the vicinity of Chemeketa Street at Front Street. In conjunction with this recommendation, CATC also recommends the Court Street crossing of Front Street be eliminated by making the Front Street median continuous through Court Street.

The intent of these recommendations is to provide safer pedestrian, bicycle, handicapped and vehicular access between the downtown core and the riverfront, and additionally allowing a freer flow of traffic on Front Street.

Response:

The Salem City Council has directed their staff to investigate pedestrian access across Front Street in the downtown area. Due to the close proximity of the Center Street Bridge and ramps, and a desire not to delay the final design of Front Street, the pedestrian access facility over or under Front Street will be studied and funded under the bridge and bridge ramp improvement project. The EIS for this project began in early 1979. This also allows more time for coordination with the Riverfront Greenway Development.

The Court Street crossing of Front Street will be an important link between downtown and the Riverfront Development. It will be the only vehicle access to the Riverfront Development.

6. Central Area Neighborhood Development Organization (CAN-DO)

Comment:

Although we are generally in agreement with the Project, we do have one major concern - the need for a convenient tie between the downtown core and the riverfront.

We feel that access to this area, should be assured now. We should not create a barrier between the downtown area and the river.

The motion passed by the board was: "To recommend consideration of a major underpass at Court Street to the riverfront property."

The Environmental Impact Study has considered pedestrian and vehicular access but not to the extent which our Neighborhood Organization feels is sufficient to satisfy the future requirements for this area. We strongly urge the City Council to ensure that plans for pedestrian access are included in the original Project and are not left for future consideration in a less desirable location and manner. The opportunity exists to not only enhance the riverfront but to strengthen the properties between.

Response:

See response to Comment Number 5.

7. Division of State Lands

Comment:

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s) we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' Office at 1445 State Street, Salem, OR 97310.

Response:

It is not anticipated that the project will require the removal, fill or alteration of 50 cubic yards of material within the banks of Mill Creek, so no permit will be required.

8. State Historic Preservation Office

Comment:

In the discussion of Historical and Archeological Resources (V-74, 75), it might be made clearer which properties in the proposed Commercial Street Historic District fall within the study area, and which fall within the project area. Each probably ought to be itemized with its historic name and a complete address. This information was transmitted with our letter of September 9, 1977.

Response:

This part of the EIS has been rewritten. See Section 5-6.

9. Comment:

For purposes of Section 106 of the National Historic Preservation Act, the entire Commercial Street Historic District is considered by the State Historic Preservation Office to be eligible for inclusion in the National Register on the basis of its review and approval for nomination by the State Advisory Committee in 1971.

Response:

The historic section has been rewritten. In addition, there has been coordination with the National Advisory Council on Historic Preservation. See Appendix C.

10. Comment:

The Kelley Building (1904), 275 Commercial Street SE, is not mentioned in the discussion, and as a property of acknowledged historical associations, it will require some mitigation of impact. Located on the NW corner of Trade and Commercial, it almost certainly lies within the project area.

Response:

A discussion of the Kelley Building has been included in the historical resources section.

11. Environmental Protection Agency

Comment:

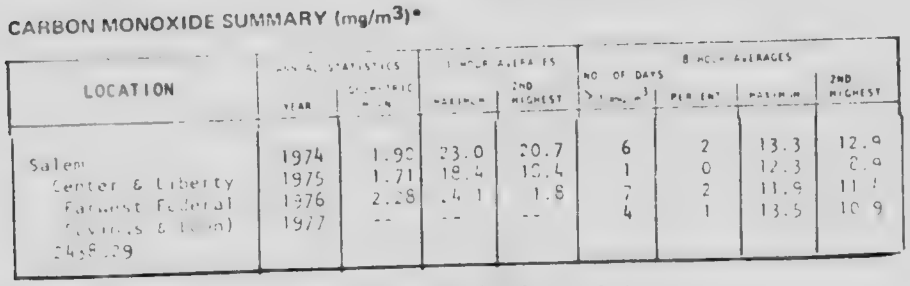
The draft statement's discussion of air quality does not clearly state whether or not existing air quality monitoring was conducted. If existing air quality monitoring was performed, the results should be presented in the final EIS.

Response:

One continuous carbon monoxide monitor is located within the study area at Center and Liberty. This monitor is operated by the Oregon Department of Environmental Quality. Table 28 lists the violations recorded by this monitor.

Table 28

CO Violations at Center and Liberty Streets
1974 - 1977



CARBON MONOXIDE SUMMARY (mg/m³)*

LOCATION	ANNUAL STATISTICS		1 HOUR AVERAGES		8 HOUR AVERAGES			
	YEAR	GEOMETRIC MEAN	MAXIMUM	2ND HIGHEST	NO. OF DAYS > [illegible] mg/m³	PERCENT	MAXIMUM	2ND HIGHEST
Salem Center & Liberty Farwest Federal (Savings & Loan) 2458.29	1974	1.92	23.0	20.7	6	2	13.3	12.9
	1975	1.71	18.4	10.4	1	0	12.3	[illegible]
	1976	2.28	[illegible]	[illegible]	7	2	11.9	[illegible]
	1977	--	--	--	4	1	13.5	10.9

Source: *Oregon Air Qual [illegible] Report 1977*, p. 1-18.

12. Comment:

The final EIS should use the most recent emission factors (EPA publication AP-42 "Final Motor Vehicle Emission Factor Development: January, 1978) for calculation of projected emissions. In addition to using the most recent emission factors, the final EIS should state the input parameters and assumptions (such as vehicle age/use distribution, vehicle speeds hot/cold start percentages and meteorological data) used in predicting future emissions.

Response:

This information has been added to the EIS. See page 113 and 114.

13. Comment:

Emission concentrations for the year that will result in the worst case air quality and for a year representative of long term air quality (say 1990) should be presented in the final EIS.

Response:

This has been added to the text. See section 5-9.

14. Comment:

The DEIS states that only the no-build (Alternative 1) and the Liberty-Commercial (Alternative 2) proposals are consistent with the Regional Transportation Plan. If possible, other alternatives should be developed or modified which are consistent with the Regional Transportation and Air Quality Plans and goals.

Response:

At the time of development of the Year 2000 Transportation Plan it was not practical to include all alternatives to all proposed transportation projects. Similarly, procedures were followed in the development of the Regional Parking and Circulation Plan - Phase I. Alternative 2 was used in these plans as being representative of the various build alternatives for the connection between Front Street and a proposed North Salem Arterial Street project. The analysis done for the FEIS has shown that all the build alternatives would be consistent with both plans given similar mitigating measures as discussed in Section 4-3.

15. Comment:

The discussion of environmental noise impact, pages V-111 through V-119, uses such phrases as "eleven residences would be impacted." These phrases do not identify which residences will be impacted or the increment of the increased noise they will experience.

Response:

The noise impacts section has been rewritten. Figure 30 shows all residences impacted.

16. Comment:

We therefore suggest that the final EIS use noise contours to describe the areawide impacts of each alternative. In addition, we suggest that the noise contour presentations indicate the predicted sound levels for those structures or activity areas which will experience exterior sound levels of L_{10} 70 dBA or greater and increases in ambient sound levels of:

0-5 dBA (Slight Impact)
0-10 dBA (Significant Impact)
greater than 10 dBA (Very Serious Impact)

Response:

Figure 30 shows all buildings that will be impacted by noise levels exceeding L_{10} 70dBA and by significant noise level increases.

17. Comment:

The draft statement's discussion of noise mitigation measures should have included the alternatives of installing double pane windows and/or acoustic insulation in the walls of houses experiencing noise increases of 10dBA or greater or exterior levels in excess of L_{10} 70dBA or L 67dBA. We suggest that the final EIS present residential noise mitigation plans for each route alternative.

Response:

An expanded discussion of noise mitigation measures has been added to the Final EIS. It was found that the costs of modifying homes and buildings to mitigate noise would be prohibitive.

18. Comment:

The final EIS should include a discussion defining those measures which will be implemented to reduce construction noise. The following list of construction noise abatement measures is suggested.

1. *The use and maintenance of properly operating mufflers and quieting devices.*

2. *The use of quietest available machinery and equipment.*

3. *The use of electric equipment in preference to gas, diesel, or pneumatic machinery.*

4. *Locating construction equipment as far from nearby noise sensitive properties as possible.*

5. *Shutting off idling equipment.*

6. *Limitation of construction hours to coincide with the normal workday period, e.g., 8:00 a.m. to 6:00 p.m.*

7. *Scheduling the noisiest operations near the middle of the day and notifying nearby residents whenever extremely noisy work will be occurring.*

8. *The use of permanent or portable barriers around point noise sources.*

Response:

A discussion of construction noise was added to the noise impacts and mitigation section (See Section 5-10). In general, there are few construction noise mitigation measures that could be enforced. Construction hours will be limited in order to comply with a city noise ordinance.

19. Oregon Department of Environmental Quality

Comment:

The Front Street Bypass facility crosses the northern boundary of the study, and therefore is outside the framework of the Regional Parking and Circulation Plan (RPCP) for that particular portion.

The Department therefore recommends an air quality analysis for the area outside the RPCP. This would include the identification of critical receptors on Broadway Street, Liberty Street, Commercial Street, and Front Street. The critical receptors should be modeled for 8 hour CO concentrations for each alternative. The critical year can be determined through gross emissions analysis.

Response:

A discussion of the reasons for adapting the RPCP analysis for the Front Street Bypass Project has been added to the air quality impacts section (See Section 5-9).

20. Comment:

...The draft EIS implied that if this project could meet this standard, it would be protective of the public. The DEQ does not consider the FHWA noise standard as fully protective of public health and welfare...

...The noise reduction facilities should be built so that homes receive the maximum practicable noise protection, beyond the FHWA standards.

Response:

It has been demonstrated in the Final EIS that there are no feasible means to mitigate noise impacts in the residential areas. Excessive noise levels will therefore not be reduced to FHWA guideline levels or DEQ guideline levels.

21. Comment:

The following is a ranking of the "Build" alternatives (Alternatives 2, 3, 4, and 5) for this project by their relative noise impact potentials to residential property:

a) Alternative 4 -- Front Street Only
b) Alternative 3 -- Commercial Street Only
c) Alternative 5 -- Front-Commercial Couplet
d) Alternative 2 -- Liberty-Commercial Couplet

The alternative with the least noise impact is listed at the top (Alternative 4) and the alternative with the most impact is listed at the bottom (Alternative 2). ...The Highway Division applied our ranking of alternatives when determining which alternative to construct.

Response:

This has been discussed in the noise impacts and mitigation section (See Section 5-9).

22. Comment:

If Alternative 3 is chosen, and if the street is to be realigned, as outlined in the Draft, we recommend the alignment be moved west rather than east, thus moving away from remaining residential property.

Response:

Alternative 3 was not selected.

23. Comment:

The noise mitigation measures discussed in the Draft were stated in very general terms. No specific, concrete noise reduction measures were set forth and analyzed. The Finale EIS should correct this deficiency.

Response:

Noise mitigation has been discussed in more detail in Section 5-9.

24. Comment:

The draft's noise analysis has primarily addressed the impacts associated with residential property on Commercial and Liberty north of Belmont. However, there is an area on Commercial between Division and D Street and several areas along Front which contain noise impacted houses. These houses should receive special attention in the final EIS since the mitigation of their noise impacts may be a problem.

Response:

Impacts to these houses and possible mitigation has been studied. This is reflected in the Final EIS noise impact section (See Section 5-9).

25. United States Department of the Interior

Comment:

While the document generally describes the impacts associated with the proposed project, we note several deficiencies of concern to this Department.

First, the Code of Federal Regulations, Procedures for the Protection of Historic and Cultural Properties (36 CFR 800), do not appear to have been followed for the assessment of the proposed project's impacts on historic and cultural resources. Secondly, the document does not adequately discuss possible involvement with Section 4(f) of the Department of Transportation Act of 1966, as amended.

Pages V-74 through V-77 - Procedures required pursuant to 36 CFR Part 800 have not been documented in the draft statement. The major points of these procedures are:

(1) Identification of properties that are included in or eligible for inclusion in the National Register of Historic Places that may be affected by the project (36 CFR 800.4(a)).

(2) Application of the Criteria of Effect to determine if the project will have an effect upon property included in or eligible for inclusion in the National Register of Historic Places. The draft statement should document the effect (36 CFR 800.4(b)).

(3) Determination of no adverse effect, if applicable, should be documented in the draft statement with evidence of the Criteria of Adverse Effect, the views of the State Historic Preservation Officer, and submission of the determination to the Advisory Council on Historic Preservation for review (36 CFR 800.4(d)).

(4) If the project will have an adverse effect upon a property included in or eligible for inclusion in the National Register of Historic Places, the final environmental statement should include either an executed Memorandum of Agreement or comments from the Council or its staff, and an account of actions to be taken in response to these comments (36 CFR 800.5 and 800.6).

To determine whether the project will have an effect on properties of State or local historical, architectural, archeological, or cultural significance not included in or eligible for inclusion in the National Register, the project sponsors should consult with the State Historic Preservation Officer with the local official having jurisdiction of the property, and where appropriate, with historical societies, museums or academic institutions having expertise with regard to the property.

Use of land from a historic site of Federal, State, and local significance as determined by the official having jurisdiction, invokes Section 4(f) of the DOT Act and the statement should include information necessary to consider a 4(f) determination. Since "use of land" of the project, includes not only the taking of land, but also the indirect effects such as the impacts of noise, air pollution and traffic-induced structural deterioration of historic sites, a 4(f) determination may be appropriate in this case.

Response:

This section has been rewritten. See Sections 3-2, 5-6 and Appendix A for documentation of the Section 106 process.

26. Comment:

The draft statement should also discuss possible 4(f) involvement with Marion Square Park. Although it appears there would not be a taking of land from the park, the impacts of reduced parking and increased noise (Table 33, page V-107 and page V-112) may constitute a "use" of park lands necessitating a Section 4(f) determination.

Response:

The project would not require any land from nor adversely affect the use of Marion Square Park (See Section 5-10). Although noise levels will significantly increase over the next 20 years, they will not increase as a result of implementing the project. In fact, the project will reduce noise levels at the park by up to L_{10} 3dBA.

Although parking will be removed along Front Street, an equivalent amount of parking will be added along the Marion Street side of the park. Marion Street between Commercial and Front Streets (the at-grade section, not the bridge approach) will be closed to through traffic to allow for parking. There will therefore be no impact to automobile access to the park.

Since there will therefore be no significant impacts over the no-build alternative to the park as a result of implementing the project, a 4(f) statement will not be prepared.

27. Comment:

Page V-85 - The water quality data presented in Table 24 would be more meaningful if the year the samples were taken was shown and if the data were related to actual stream discharge. The antecedent weather condition shown tells only half the story. Streamflow data for Mill Creek and the Willamette River can be obtained from the U. S. Geological Survey, Water Resources Division, Portland, Oregon, or from the State of Oregon Water Resources Department.

Response:

Sampling years and discharge rates have been added to Table 1 (was Table 24 in Draft EIS).

28. Comment:

Pages V-91 through V-92 - Anticipated impacts to fish and wildlife appear to have been adequately described. However, proposed bypass options include roadway and railway crossings of Mill Creek which is an important anadromous salmonid stream. Accordingly, our comments do not preclude an additional and separate evaluation by the Department's Fish and Wildlife

Service, pursuant to the Fish and Wildlife Coordination Act (16. U.S.C. 661, et sequ.), if eventual project development requires a permit from the U. S. Coast Guard and/or the Corps of Engineers, U. S. Army (Sections 9 and 10 of the River and Harbor Act of 1899 and Section 404 of P. L. 92-500).

Response:

Comment noted.

29. Comment:

Page V-94 - The impact of "Increased traffic volumes increases auto pollutants into creek," under Alternative 1 is indicated as "Beneficial." This should be changed to "Adverse."

Response:

This change has been made.

30. Department of Energy Region X

Comment:

We found that the EIS generally does not appear to address the issues of energy use or energy conservation associated with the alternatives considered and proposed mitigative measures.

More specifically, the EIS does not consider and specify the energy effects associated with the completed project. In particular, the reduction in traffic congestion in downtown Salem that is identified as a major justification for the project is a factor that will have an important effect on the total energy consumption of the Salem area---. The alternatives should be evaluated and compared on the basis of their projected quantitative lifetime energy consumption characteristics.

Response:

The purpose of the proposed project is to divert through traffic around the Central Business District by increasing the capacity of Front Street and making traffic improvements on one or more of the alternatives north of Division Street. Consequently, energy effects associated with the project become secondary to the objective of increased transportation system efficiency. Improved traffic flow and the resultant effect of a reduction in traffic congestion in the downtown area will increase vehicle operating efficiency in general.

The project will achieve energy efficiency and a reduction in energy consumption by decreasing idling and stop-go periods. The maintenance of constant speed by vehicles through design layout, signalization, and roadway conditions and maintenance would result in vehicle fuel efficiency. Major reductions in vehicle fuel consumption result from vehicle design usage patterns. The project will not have a significant impact on total energy usages in the Salem area since it is but a small fraction of the total energy picture. Perhaps the factor that will have the greatest impact on energy consumption is the cost of future energy resources. The alternatives associated with the bypass project all seek to improve traffic circulation and will increase vehicle efficiency over the long run. Energy consumption differences between the alternatives will result from construction differences in the short run. Major consideration must also be given to the differences in energy efficiency characteristics between the no-build and build alternatives. The proposed project will improve traffic conditions considerably over what would occur under no-build thus resulting in beneficial energy impacts. Interrelationships exist between increased transportation efficiency and a reduction in energy consumption. Since the emphasis of the project is on improved traffic flow, any evaluation of energy effects of the project in the long run will be the result of increased vehicle operating efficiency, mode shifts, and vehicle occupancies.

31. Comment:

The EIS also does not presently include a consideration of the energy invested in the material which could be used to construct the alternatives and the energy consumed by construction activities. In order to make some energy comparisons, the office has performed some rough calculations of the energy requirements of the four project alternatives, using general conversion factors between construction costs, type of construction, and energy use.

Alternative 2:	*110 Billion BTU*
Alternative 3:	*270 Billion BTU*
Alternative 4:	*360 Billion BTU*
Alternative 5:	*280 Billion BTU*

Response:

These calculations are accepted as part of the Final EIS.

32. Comment:

We would appreciate a consideration of alternative materials, as well as alternative projects, in the final EIS. The final EIS should also present an evaluation of the use of alternative construction techniques and procedures.

Response:

The section on construction impacts (pages V-19 to V-20 in the Draft EIS) describes mitigation measures to alleviate impacts of increased traffic and air and noise pollution resulting from construction. Primary consideration must be given toward mitigating impacts affecting the human and natural environment before attending to energy effects of construction techniques and procedures. Alternative construction techniques can alter energy consumption during construction; however, trade-offs often exist where another phase of the project could be affected by a reduction in energy consumption. Interrelationships of elements in a project are difficult to evaluate when taken in the context of the whole system as opposed to separate elements.

33. Comment:

Additionally, the EIS should indicate what measures will be taken to mitigate excessive or potentially unnecessary energy consumption due to the design, construction, use and maintenance of the eventual proposed action. Any potential for substitution of renewable energy resources for non-renewable energy resources should also be addressed in the final EIS.

Response:

It would be difficult at this time to determine if any unnecessary energy consumption practices will occur or not. Cost factors play a significant role in the eventual practices and techniques used to construct and maintain a project. The importance of mitigating adverse impacts on the human environment as opposed to reductions in energy consumption have to be considered. Design of the project is geared toward facilitating ease of traffic flow. Construction is based upon cost factors while use and maintenance seek to increase the efficiency of the transportation system. Therefore, potential unnecessary energy consumption has to be weighed against the desired purpose of each phase of the project.

Technology and regulations at this time do not lend feasibility and/or potential for the substitution of renewable energy resources for non-renewable resources.

34. Salem Planning Commission

Comment:

The Salem Planning Commission gave further consideration to the Front Street Bypass at their meeting of June 27, 1978, and would like to reiterate a strong need for pedestrian access to the riverfront from the downtown area of the City. The Planning Commission members cannot overly emphasize their concern that such an access be provided for pedestrian traffic. The Commission recognizes the great expense incurred in such a proposal but feels the need far outweighs the expense over the long period.

Response:

See response to Comment Number 5.

35. Comment:

In addition, the Planning Commission strongly urges the City Council to give further consideration to any proposal for widening Liberty and Commercial Streets which would cause damage to trees. The Commission believes that the trees are a valuable asset to the City and every effort should be made to maintain the trees.

Response:

The Salem City Council has directed its staff to inventory the existing trees, remove any diseased trees, and plant new ones along the Liberty-

Commercial couplet. They have also directed that the couplet be widened no more than six feet in order to preserve as many trees as possible.

36. SATS Salem Area Bicycle Advisory Committee

Comment:

The Salem Area Bicycle Advisory Committee recommends that the Liberty-Commercial Couplet portion of the Front Street Bypass project be designated as a segment of the bike route between Salem and the Keizer area. To provide a route attractive to bike users the committee recommends an eight foot bike lane be included on the right side of both Liberty and Commercial Streets between Division and Pine.

Response:

Final design for the North Liberty/Commercial Couplet will widen the roadways to 36 feet with two traffic lanes, with a third lane reserved for bicycles and emergency parking.

37. South Central Association of Neighbors (SCAN) Transportation Committee

Comment:

The decision to place lights at High Street and Trade Street and at Church and Trade Streets is being made without looking at the impact of increased traffic south of Trade. Our concern is two fold. These two lights will create another "couplet" through our neighborhood forcing excessively high traffic loads through existing residential areas. We feel that this effect will spread throughout the area along High Street from Trade to McGilchrist, and the area from 12th Street to S. Liberty. Secondly, the placement of these two lights will impede the smooth flow of traffic on the Pringle Creek Parkway.

ODOT's FTS-3 traffic projection model, the raw data of which appears in this draft EIS, is very broad in nature, and the data for High and Church Streets south of Trade is not included in this draft. As you know, ODOT is now developing an FTS-4 model which will be somewhat more refined, based on more recent population projections, etc. in the Comprehensive Plan. We strongly recommend that the placement of lights at High and Trade Streets and Church and Trade Streets be postponed until an additional study can be made south of Trade. We recommend that selected link studies of this area be made after the FTS-4 model has been completed. We are taking this request to the SATS Coordinating Committee to initiate an ODOT study and would appreciate any support we can get from the Council.

Response:

Final design will include the signals of Church at Trade and High at Trade. These signals are warranted under existing traffic. Any delay in their placement would only postpone the delays and traffic hazards by these intersections. The SCAN neighborhood should address the signals in the traffic circulation element of their neighborhood plan.

38. Comment:

Another concern we have is whether or not the increased traffic loads generated by the proposed State Office building, hotel-convention center, education- community center, etc. in the Pringle Creek Parkway area have been taken into consideration in the Comprehensive Plan. The location of ingress and egress to these developments is very crucial to desirable traffic patterns in our neighborhood.

Response:

The impact of traffic due to expansion of the Salem Memorial Unit, its associated clinics, and the planned convention retail center (sometimes referred to as the "Hilton complex") near the Pringle Creek Parkway were all evaluated in producing the traffic volume projections used in the EIS.

The computer model output, however, is not specific enough to show the impact on the neighborhood due to one development. See response to Comment Number 37.

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front
street
bypass

appendix

Appendix A

DOCUMENTATION OF FINDING OF
NO ADVERSE EFFECT BY THE
HISTORIC PRESERVATION OFFICE AND THE
NATIONAL ADVISORY COUNCIL ON HISTORIC PRESERVATION

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
STATE HISTORIC PRESERVATION OFFICE
Parks and Recreation Branch
525 TRADE STREET S.E., SALEM, OREGON 97310

November 1, 1978

Mr. Pieter Dykman
Research Coordinator
Environmental Section
412 DOT Building
Salem, OR 97310

Dear Mr. Dykman:

Re: Front Street Bypass, Salem, Marion County

The alignment of the Front Street Bypass project borders a 3.5-block district which, in our view, is eligible for inclusion in the National Register of Historic Places, and it would indirectly affect two freestanding buildings which may be found to meet criteria of the National Register.

We have reviewed the Mid Willamette Valley Council of Governments' determination that the project will not adversely affect these properties, and, in light of the transportation goals of the community and the mitigation proposed, we concur with the finding of no adverse effect.

Thank you for this opportunity to comment.

Sincerely,

David G Talbot

David G. Talbot
State Historic Preservation Officer

DGT:ewp

Advisory
Council On
Historic
Preservation

1522 K Street NW.
Washington D.C.
20005

January 17, 1979

Mr. G. L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center N.E.
Salem, Oregon 97301

Dear Mr. Green:

On December 26, 1978, the Council received a determination from the Federal Highway Administration that the Front Street Bypass, Salem, Oregon (M-1705[1]), would not adversely affect the Commercial Street Historic District, the Kelley Building or the Gilbert House, properties that may be eligible for inclusion in the National Register of Historic Places. The Executive Director does not object to your determination.

A copy of your determination of no adverse effect, along with supporting documentation and this concurrence, should be included in any assessment or statement prepared for this undertaking in compliance with the National Environmental Policy Act and should be kept in your records as evidence of your compliance with Section 106 of the National Historic Preservation Act of 1966 (16 U.S.C. 470f, as amended, 90 Stat. 1320).

Your continued cooperation is appreciated.

Sincerely,

Louis S. Wall, Chief
Western Office
Review and Compliance

FINDING OF NO ADVERSE EFFECT

Front Street Bypass
(Division St.-Trade St.)
Marion County
Salem, Oregon

INTRODUCTION

This statement of finding discusses the effect of the Front Street Bypass project on the historic resources in the project impact zone. This document describes the project, identifies and describes the historic resources, evaluates the effect and discusses the coordination with agencies and local government.

It is the finding of the Federal Highway Administration (FHWA), [concurred in by the Oregon Department of Transportation (ODOT), the Mid-Willamette Valley Council of Government (MWVCOG), and the State Historic Preservaton Office (SHPO)] that the proposed project does effect historic properties eligible for nomination to the National Register but does not result in an adverse effect.

This statement of finding and historic review is made under the requirements of the National Historic Preservation Act of 1966 (36 CFR 800.4 "Agency Procedures"), Executive Order 11593 and the Federal Highway Administration Program Manual 7-7-2.

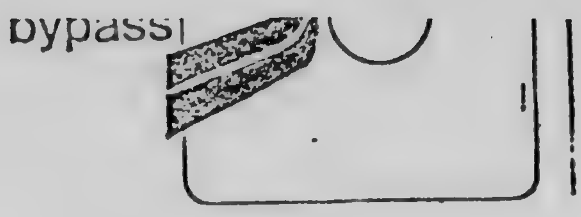
PROPOSED PROJECT

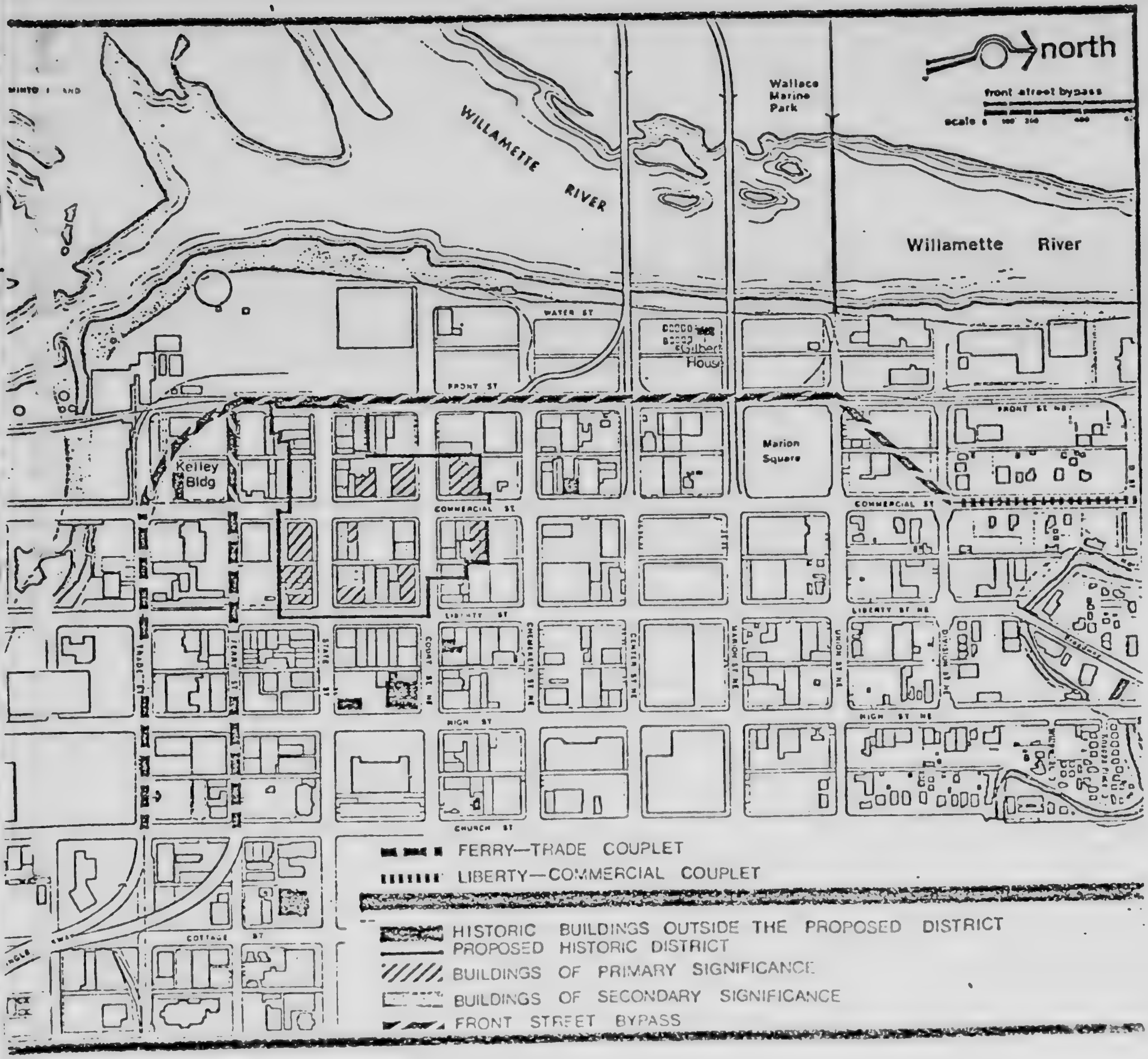
Description of the Project

The project being advanced consists of the widening of Front Street between Trade and Union Streets to six lanes. Included in the project is the relocation of railroad tracks out of the roadway, construction or widening of connecting links, and diagonals between Front Street and Commercial Street in the north and the Pringle Parkway in the south, and traffic improvements on one or more alternatives north of Division Street. The attached figure shows the route of the proposed project as well as the relationship to the historic resources in downtown Salem.

Purpose of the Project

The purpose of the project is to direct through-traffic around the Salem Central Business District by building connections to Front Street and increasing Front Street capacity through widening and railroad relocation. Connections to Front Street will receive traffic improvements to facilitate the operation of the bypass. The diversion of traffic from Commerçial and Liberty Streets


bypass


north
front street bypass
scale
Wallace Marine Park
WILLAMETTE RIVER
Willamette River
MINTO ISLAND
WATER ST
FRONT ST
FRONT ST NE
Gilbert House
Kelley Bldg
Marion Square
COMMERCIAL ST
LIBERTY ST
LIBERTY ST NE
HIGH ST
HIGH ST NE
CHURCH ST
COTTAGE ST
TRADE ST
FERRY ST
STATE ST
COURT ST NE
CHEMEKETA ST NE
CENTER ST NE
MARION ST NE
UNION ST NE
FERRY—TRADE COUPLET
LIBERTY—COMMERCIAL COUPLET
HISTORIC BUILDINGS OUTSIDE THE PROPOSED DISTRICT
PROPOSED HISTORIC DISTRICT
BUILDINGS OF PRIMARY SIGNIFICANCE
BUILDINGS OF SECONDARY SIGNIFICANCE
FRONT STREET BYPASS

in the Central Business District is considered desirable to improve through-traffic flow and create a better downtown economic climate.

Alternatives Considered

The draft environmental impact statement considered the no-build alternative and four build alternatives (numbers 2 through 5 in the attached DEIS). All of the build alternatives assume Front Street as the bypass corridor and differ only in their treatment of the project north of Union Street. It was concluded that there were no feasible alternatives to Front Street as the bypass route in the CBD area since the objective was to direct traffic around the SBD.

IDENTIFICATION AND DESCRIPTION OF HISTORIC RESOURCES

Through field survey, research of literature and contact with the State Historic Preservation Office, historic resources in the project impact zone were identified. In consultation with the SHPO, National Register criteria (36 CFR 800.10) were applied to these resources and three properties were determined to be eligible for inclusion in the Register. These properties are the Commercial Street Historic District, the Kelley Building, and the Gilbert House.

The Commercial Street Historic District has been approved by the State Advisory Committee on Historic Preservation for nomination to the National Register. (This nomination designates the district as a single entity but includes individual components, several of which have been previously listed or nominated.)

To date there has not been adequate community support for advancement of the nomination to the Heritage Conservation and Recreation Service at the national level. The Oregon Department of Transportation, FHWA, and the MWVCOG have agreed, however, with the State Historic Preservation Office on the historic significance and National Register eligibility of the district.

The Kelley Building and the Gilbert House are regarded by the SHPO as eligible for nomination to the National Register. ODOT, FHWA, and the MWVCOG are also in agreement with this statement of eligibility.

The following is a description of these three properties which are in direct proximity to the project (see attached maps and photographs).

1. The Commercial Street Historic District. The historic district includes approximately three blocks in the early business center of the City and contains Salem's greatest concentration of late 19th and early 20th century architecture. Collectively, the district has a general cohesiveness in scale, proportion and material, representing a variety of types and design treatments. The predominant architectural character along Commercial Street, the district's namesake, is one of brick masonry with cast iron decoration.

   Within the district are fourteen structures of primary signifance including the Reed Opera House and the Bush-Breyman Block, which are listed in the National Register, and the Adolph and J. K. Gill Buildings, which have been approved for nomination. There are seventeen structures of secondary significance which, although perhaps not of individual landmark status, contribute to the overall character and contiguous nature of the district.

   Three of these buildings of secondary significance are located adjacent to Front Street in the vicinity of the State Street intersection. The structure at 200 State Street is of two-story brick construction in the simple commercial style of the late 19th and early 20th centuries. The architecture and the period it represents make this structure a compatible feature of the historic district.

   The Commercial Buidling at 217 State Street and the adjoining structure, D. A. White Warehouse, 140 Front Street, NE, are also two-story brick construction. The architecture of the building at 217 State includes attractive ornamentation of the facade. Both structures contribute to the overall feeling and continuity of the district since many of the adjacent structures along State Street are of similar style, size, material and period of construction.

   No other buildings within the historic district are located adjacent to the project alignment.

2. Kelley Building, [illegible] Commercial St. This two-story commercial building is regarded [illegible] a potential satellite of

the historic district. The structure features attractive ornamentation of the red brick facade similar to others in the district. It could conceivably be included in the district or given separate historic designation. The Kelley Building is adjacent to the proposed Front Street alignment near the intersection of Liberty and Trade Streets.

3. The Gilbert House, 116 Marion Street. This gracious home, circa 1890, is an excellent example of Queen Anne architecture with stick-style ornamentation, built by A. N. Gilbert, pioneer Salem postmaster. The original design amenities of the structure have been well preserved, and it is currently being used as an apartment complex.

   The Gilbert property is located within a block of the Front Street alignment on Marion and Water Streets.

EVALUATION OF EFFECT

Both the criteria of effect and the criteria of adverse effect have been applied to the historic resources in the project area.

Criteria of Effect

An application and evaluation of the "Criteria of Effect" (36 CFR 800.9) to this project by FHWA, ODOT, and the SHPO determined that:

1. The Front Street project is a federally assisted undertaking coming under the jurisdiction of 36 CFR 800.

2. The project potentially effects an area which includes historic resources.

3. An application of the National Register criteria (36 CFR 800.10), and consultation with the SHPO, identified three historic properties within the impact zone that have potential eligibility for inclusion in the National Register.

4. The project does not directly effect the historic properties through the taking of any part of the structures or the site on which the structures are located.

5. The project effects the historic properties by directly changing or indirectly causing changes in the setting of the properties.

6. The changes which effect the setting are a) modifications of the traffic patterns and volumes on streets flanking or penetrating the historic properties, b) modification of immediate pedestrian and vehicular access patterns to the historic properties, c) changes in the air quality and noise levels in the project area, d) modification of the visual setting from wider road surfaces and project related landscaping, and e) changes in the commercial viability of the Central Business District.

It is therefore concluded that effects of the project on historic properties eligible for inclusion in the National Register exist and that it is necessary to apply the "Criteria of Adverse Effect" set forth in 36 CFR 800.9.

Evaluation of Adverse Effect

The criteria of adverse effect have been applied by FHWA and ODOT in consultation with the SHPO to the three National Register eligible properties in the project impact area. A discussion of the criteria follows on a property by property basis.

Commercial Street Historic District

Application of the criteria reveals no adverse effects on the architectural or cultural quality of the historic district as a whole nor on the individual components.

The various criteria listed in 36 CFR, 800.9, were applied to the district collectively and on an individual basis, resulting in the following determinations:

1. "Destruction or alternation of all or part of a property." Within the district, right of way acquisition will require no properties or sites nor any portions thereof.

2. "Transfer or sale of a federally-owned property without adequate conditions or restrictions regarding preservation, maintenance, or use."
There are no federally-owned historic properties within the Commercial Street Historic District.

3. "Neglect of a property resulting in its deterioration or destruction."
Relocation of through-traffic, resulting in greater accessibility and better circulation patterns in the CBD, will improve economic viability of the area. Customers and businesses within the

Commercial Street Historic District will realize a significant decrease in traffic congestion which will contribute to a more attractive and safer shopping and pedestrian environment. Under these circumstances properties are inclined to appreciate and continue to be used, although the type of use may change as the area is improved. This may apply in the case of buildings adjacent to Front Street, where additional urban and recreational development along the waterfront is contemplated after completion of the Front Street Bypass. The Bypass project is regarded by city officials as a vital preliminary to waterfront development and will facilitate the planning for upgrading this area of Salem in the near future.

4. "Isolation from or alteration of the surrounding environment."

Since the bypass will remove only through traffic, the historic district will not be isolated from vehicles and pedestrians whose destinations lie within its boundaries. Improvement of traffic patterns and decreased volumes will improve the district's accessibility and its commercial viability, thus strengthening its integrity and cohesiveness. The major streets within the district will experience reductions in traffic volumes amounting to nearly 50%.

In general, the surrounding environment of the district's buildings will be improved by facilitation of movement throughout the CBD as traffic congestion decreases. Parking availability will be unchanged with construction of the proposed project.

The only structures whose access will otherwise be affected are those adjacent to Front Street, where there will be an increase in traffic and a loss of some loading/unloading facilities. The Center Street Bridge offramp, a project now completed and operational, has already generated sufficient traffic to warrant passage of a city ordinance regulating past loading practices. Although the ramp was initiated in contemplation of the Front Street Bypass, it was a separate project, and is part of the present setting.

All three of the historic buildings adjacent to Front Street have access to a rear alleyway and/or State Street where there will be a reduction in traffic over the No-Build alternative. Since alternate access is usable in the business operations of all three businesses, they should not experience significant decreases in commercial activity due to the proposed project.

Another consideration in evaluating changes for these buildings is the probability that upgrading of the immediate area may facilitate a change of use which may not require the same degree or type of access.

It is concluded, therefore, that the Front Street project does not adversely affect access to historic resources in that:

a) the three Front Street structures will not experience a change in access from that occurring under the No-Build.

b) The structures have alternate access available from State Street and rear alleys, sufficient to insure their continued viability, and

c) the net effect on the Commercial Street Historic District is that of improved access for the district as a whole.

5. "Introduction of visual, audible or atmospheric elements that are out of character with the property or alter its setting." The historic district properties and their general settings will benefit from reduced traffic congestion and its associated air and noise impacts. Air quality modeling of the CBD indicates there will be no violations of the carbon monoxide standard after 1980. Therefore, none of the historic structures will be exposed to ambient air quality above federal standards.

Construction of the proposed project will reduce noise levels from 75 dBA to 70 dBA within the majority of the district along Liberty and Commercial Streets. Only the three historic structures adjacent to Front Street would sustain any increase, 1 dBA over the No-Build alternative. This change would be imperceptible and would not effect current or future use of the buildings.

Construction of the Front Street Bypass and future development of the waterfront area will improve the appearance and desirability of the Salem downtown area. Visual amenities provided by landscaping of the bypass will also enhance the Historic District while pvoviding an impetus for future improvements to the physical environment.

Kelley Building

An application of the criteria of adverse effect results in the following findings:

1. "Destruction or alteration of all or part of a property" does not occur. The project will not require right of way from the Kelley Building or its site.

2. "Transfer or sale of a federally-owned property..." does not occur. The building is in private ownership.

3. "Neglect of a property resulting in its deterioration or destruction" will not occur. The building is currently in use as commercial property. It is anticipated that the downtown will become more viable commercially as a result of the through-traffic diversion from Commercial and Liberty Streets. This increase in commercial viability would make the potential neglect of the property less likely under the build alternative than under the No-Build.

4. "Isolation from or alteration of its surrounding environment" will occur to the Kelley Building; however, the effect is felt to be positive. The Kelley Building is presently an almost solitary structure in the block where it is located. The project will put additional land to use in that block and not result in further isolation. The utilization of more of the land in the Kelley Building block could well preserve the building from being demolished by a large scale development of the block possible under the No-Build.

Access to the Kelley Building can presently be gained from Commercial Street in the front and a rear alley. The legal access to the rear of the building will be eliminated by the project. Access to the front of the building will improve as project-related traffic volume reductions occur on Commercial Street. The present commercial businesses utilize the front access. Removal of the rear access will not affect the continued operation of these or similar businesses and hence is not considered adverse with alternate access available.

5. "Introduction of visual, audible, or atmospheric elements that are out of character with the property or alter its setting" will result in minor, but not adverse, changes in the immediate vicinity of the Kelley Building. The present setting is one of unpaved parking lots and unaesthetic remnants of previous commercial structures, bisected by an infrequently used railroad track. The construction of a modern roadway and the accompanying landscaping along the south diagonal will be a positive change to the visual setting of the Kelley Building.

The present noise levels and atmospheric pollution levels in the downtown area are high and concentrated on the major CBD streets, Commercial and Liberty. The construction of the Front Street facility will shift a large number of vehicles and the accompanying noise and pollutants to the more peripheral downtown location of Front Street. The result at the Kelley Building is to remove traffic from the street in front of the building to one flanking the side and rear. The change in traffic results in no perceptible increase in noise or air pollution over a No-Build alternative. Furthermore, predicted future levels show that ambient air quality levels will meet federal standards and the noise levels will not exceed FHWA's commercial receptor design levels.

Gilbert House

An application of the criteria of adverse effect resulted in the finding that:

1. "Destruction or alteration of all or part of a property" will not occur. The Front Street Project will not require right of way from the site or structure of the Gilbert House.

2. "Transfer or sale of a federally owned property..." does not occur. The building is currently in private ownership.

3. "Neglect of a property resulting in its deterioration or destruction" will not occur. The location of the Gilbert property is such that it is less likely to deteriorate if the proposed project is constructed. A general improvement of the waterfront area, precipitated by the Front Street Bypass, will encourage continued use of this aesthetically appealing home. Although currently an apartment house, the building is regarded as a feature of the riverfront area and may be converted for use as a restaurant or other suitable commercial function.

4. "Isolation from or alteration of its surrounding environment" will occur to some degree but not primarily due to the Front Street project. The Gilbert Home is located on Marion Street almost a block from Front Street in an area being developed as a river-oriented redevelopment project. The modification of the immediate surroundings will occur with the proposed Riverfront Greenway Park Development Plan and not as a result of the Front Street Project. The structure, now in use as an apartment building, will probably be put to commercial or public use under the development plan.

Access to the Gilbert House will be modified by the Front Street project. Presently the structure has access to Front Street at Marion Street and at other east-west streets by way of Water Street. The project will have a continuous Front Street median that will limit access to the Gilbert House from Court and Union Streets. The new access is a reduction of what presently exists but is still adequate to the needs of the structure and is judged not to be adverse.

5. "Introduction of visual, audible or atmospheric elements that are out of character with the property or alter its setting."

The Gilbert property will experience no appreciable difference in air quality with construction of the proposed bypass over that of the No-Build alternative. The close proximity of the CBD places the house within the range of standards predicted for the downtown area, indicating no future violations of the carbon monoxide standard.

This location will experience higher noise levels in the future due to increased traffic volumes on the bridges, which will occur irrespective of the Front Street Bypass project. The proposed project will also result in increased noise levels, but this increase will not exceed those levels already being experienced from bridge traffic, and are not judged to adversely effect the continued use of the house.

Visual amenities of the Gilbert property will be considerably improved with construction of the proposed project. Currently the house is a somewhat isolated residential property adjacent to commercial and industrial uses and vacant lots near the river. The upgrading of the area and development of the riverfront, subsequent to project construction, will improve the setting and its surroundings. Landscaping associated with the bypass will also contribute to the appearance of the property as viewed from Front Street.

CONCLUSION

It is the determination of FHWA, concurred in by the ODOT, MWVCOG, and the SHPO office that the Front Street Project does effect the three National Register eligible projects in the project impact zone due to changes in visual setting, traffic patterns, access, noise and air quality, and commercial viability.

It is, furthermore, found that an application of the criteria of adverse effect to the Commercial Street Historic District, the Kelley Building, and the Gilbert House results in a determination of no adverse effects. In the judgment of the agencies the project has been developed to minimize historic impacts and the aggregate effect of building the Front Street Bypass is beneficial to the historic resources of Salem.

It is also concluded that the requirements of the National Historic Preservation Act and related regulations have been met on this project. The concurrence of the Advisory Council on Historic Preservation in this determination of no adverse effect is requested.

COORDINATION

A field survey was conducted to identify properties of historic interest, and publications of local agencies were researched for additional information. The Oregon State Historic Preservation Office was consulted for information and determinations on the Commercial Street Historic District and other properties of historic significance in the project area.

In compliance with the National Historic Preservation Act (Section 106), Executive Order 11593, and Title 36, Section 800, of the Code of Federal Regulations, FHWA, ODOT, the MWVCOG, and the SHPO reached agreement on the significance of the historic resources and the determination of effect on these properties.

Documentation from the State Historic Preservation Office, as required by 36 CFR 800.4(d), is attached (see November 1, 1978 letter).

Date: 12-28-78

for
G. L. Green
Division Administrator
Federal Highway Administration

Attachments:
1) 11-1-78 ltr. from SHPO, David Talbot
2) Draft EIS for Front Street
3) Narrative description of Commercial St. Historic District
4) 1"=400 ft. map of Central Salem
5) Envelope with photographs of historic buildings

Appendix B

COMMENTS ON DRAFT EIS

EOFF ELECTRIC
COMPANY

ESTABLISHED 1915

AREA CODE 503
PHONE 222-9411 - 509 N.W. TENTH AVE. - PORTLAND, OREGON 97208
PHONE 342-1277 - 556 CHARNELTON ST. - EUGENE, OREGON 97401
PHONE 363-9251 - 156 FRONT ST. NE - SALEM, OREGON 97301
AREA CODE 206
PHONE 694-7505 - 808 HARNEY ST. - VANCOUVER, WASH. 98660

Salem, Oregon
March 24, 1978

Mrs. Ellen Lowe
Salem City Council
City Hall
555 Liberty S.E.
Salem, Oregon 97301

Dear Mrs. Lowe:

I am writing to bring to your attention the plight of a small business located in Salem. My name is Joseph Eoff and I am the owner of Eoff Electric Company, an electrical wholesale business which operates in Salem and throughout the lower Willamette Valley. We presently employ 25 people.

Our building is located on the eastern side of Front Street between State and Court. We have been at this location since 1938. The facility has served our needs well.

As you are no doubt aware, the traffic on Front Street has become quite heavy due to the new exit off the West Salem bridge. The City has eliminated two of the parking spaces in front of our store and I understand that the plan is to eliminate all parallel parking on Front Street. This has significantly impaired our profitable will-call business.

Unlike some others in the electrical wholesale business, Eoff Electric does not often utilize direct factory shipments. Instead, we receive and ship most merchandise from our store. It is essential that we continue to provide facilities for this purpose.

Our freight elevator is located on Front Street. This is the only freight access to our third-floor warehouse. The City is now prohibiting trucks from backing into this loading dock. This has effectively prevented us from using our freight elevator or this warehouse space.

1

1 The entrance to our lower warehouse is in the alley which lies between Front Street and Commercial Street. We can no longer depend upon this freight access because the alley has become so congested. The congestion is due in part to trucks which must now use the alley for deliveries to businesses on both Commercial Street and Front Street. The congestion also results from passenger cars which use the alley as a shortcut between Court Street and State Street.

This entire parking situation is making it increasingly difficult to operate our business. If things do not improve, we will have no choice but to close our doors.

We like our central downtown location. It has given our customers and suppliers easy access to us. This is one of our most valuable drawing cards. We are not unilaterally opposed to moving but right now I cannot see how we could do so without incurring tremendous costs which would make such a move unfeasible.

I'm writing for your suggestions and your help. Thank you for the attention you have given this matter.

Sincerely,

EOFF ELECTRIC COMPANY

Joseph I. Eoff
President

JIE:rp

George F. LaBorde
500 Capitol Tower
Salem, Oregon 97301

April 12, 1978

Mr. Richard Knowles
Mid Willamette Valley Council of Gov'ts
400 Senator Building
220 High St. N.E.
Salem, Oregon. 97301.

Dear Mr. Knowles:

Since the city removed the buildings on the west side of Front St. and made the space available to parkers, it has become very popular and most available space is taken by 9 A.M. - proving that the parkers are workers not shoppers.

In considering the By-Pass, instead of forcing these parkers out of the area, please consider constructing a second level over the two block area from State to Chemeketa Street. If the construction would extend to the east side of Front Street there would not only be additional parking provided but the problem of pedestrians crossing busy Front St. solved. Railroad trains and fast moving traffic could easily pass under such a structure. Being only one story it would not be the eyesore the structure planned for Liberty and Ferry Sts. would be. 2

While it would probably take a vote of the people to use the money from the Liberty Ferry St. proposed structure to build this second level over Front Street, it would certainly provide ample parking for down town workers, who have indicated they are willing to walk the two or three blocks from the area.

Very truly yours,

George F. LaBorde

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS:
COMMANDER (dpl)
THIRTEENTH COAST GUARD DISTRICT
915 SECOND AVE.
SEATTLE, WASH. 98174
PHONE: (206) 442-7523/24
FTS 399-7523/24

16476
Ser 78-072
12 April 1978

Mr. Gary A. Potter
Manager,
Environmental Section
State of Oregon
Highway Division
Highway Building
Salem, OR 97310

Dear Mr. Potter:

We have reviewed the draft environmental impact statement on the proposed Pine Street to Trade Street (Front Street Bypass), FHWA-OR-EIS-78-06-D, project in Salem, Marion County, Oregon. We have determined that Mill Creek is not a navigable water of the United States at the Commercial Street crossing site of the proposed project. Therefore, no Coast Guard bridge permit will be required and no other Coast Guard involvement with the project is anticipated.

Thank you for the opportunity to review the DEIS.

Sincerely,

G. A. PENINGTON
Commander, U. S. Coast Guard
District Planning Officer
By direction of the District Commander
Thirteenth Coast Guard District

ENVIRONMENTAL SECTION
April 18, 1978
cc: E. S. Hunter
D. H. Moehring
J. H. Versteeg
F. E. Terpin
Walter Hart
C. O. Fredrickson
R. E. Kuehn
Eddie Welsh
Bill Kappus
Glen Green

DEPARTMENT OF DEFENSE
UNITED STATES OF AMERICA

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
P. O. BOX 2946
PORTLAND, OREGON 97208

NPPEN-ER

20 April 1978

Mr. Glen Green
Division Adminstrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

Dear Mr. Green:

The draft environmental impact statement for "Pine Street-Trade Street (Front Street Bypass), City of Salem, Marion County, Oregon," which you furnished to our North Pacific Division Office, has been referred to this District Office.

We have reviewed the statement and find no Corps of Engineers' areas of jurisdiction impacted by any of the alternatives presented. The proposed Front Street Bypass would not affect a navigable waterway; therefore, Section 10 of the Rivers and Harbors Act of 1899 does not apply. Any fill in an exclusive Section 404 water body would be covered by the general permit issued to the Oregon Department of Transportation in accordance with the provisions of Section 404 of the Clean Water Act of 1977.

This opportunity to review and comment on the draft statement is appreciated.

Sincerely yours,

LJStein

L. J. STEIN
Chief, Engineering Division

April 20, 1978

TO: Salem City Council and
Mid Willamette Valley Council of Governments

RE: Hearing May 8, 1978 concerning options for Downtown Bypass Traffic Patterns

Dear Sirs:

3 I am not a city resident, but would like to offer some suggestions. I have frequent business at the Ladd and Bush Bank and American Federal Savings, and living west of the river, it is quite difficult getting to these places without traveling several extra blocks. My idea would be to return Ferry Street to one-way eastward and make Trade Street two-way. This is an extra wide street and with a little re-vamping of its connection with the Pringle Parkway, could be done very easily. The area where the Parkway rounds the corner between Winter and Cottage Streets westbound is empty space anyway, so why not re-do it and make Trade Street a lovely boulevard? With both Ferry and State now going west, it is very inconvenient (and wastes fuel) for people living west and north of downtown to reach these businesses previously mentioned. It seems some planners feel the residents of the west and north areas are just the ugly step-children and if ignored long enough we may go away. But we still do most of our shopping in downtown Salem and feel we should have some consideration in these matters.

4 I would like to comment how much we appreciate, and frequently use, the off-ramp on the Center Street Bridge. I would really like to see another one northbound and also some on-ramps from Front street onto the Marion Street Bridge. If we can't have another bridge, let's at least make the most of the ones we have.

Thank you for your attention,

Myrna Simmons
3287 Orchard Heights Road N.W.
Salem, OR 97304

Attachment (map)

NOTE: This letter was received as a hand-written correspondence from Mrs. Simmons, thus does not bear her signature.

MINUTES
C.A.T.C. PUBLIC HEARING & FRONT STREET DISCUSSION

Time: 7:30 P.M.
Date: May 4, 1978
Place: City Council Chambers
Chairman: Jim Dutoit
Staff Liaison: Doug Van Dyke, 588-6048 , Long

The Citizens Advisory Traffic Commission held a public hearing on the next two Residential Permit Parking Districts and discussed the Front Street By-Pass prior to the Council public hearing of the Front Street draft Environmental Statement, May 8, 1978.

CATC's public hearing considered two Permit Parking Districts:

> Residential Permit Parking District 5 is bounded by Capitol Street, the alley north of Capitol Street, 12th Street, Mill Creek, 14th Street, State Street, 12th Street and the alley south of Capitol Street.
>
> Residential Permit Parking District 10 is bounded by Commercial Street, Leslie Street, Liberty Street, Bellevue Street, Pringle Creek, Church Street and Mission Street.

Staff presented CATC with background information on the Capitol Mall Alternatives Program, City Alternative Mode Program, Residential Permit Parking Program, plus justifications for considering these areas for residential permits. Testimony was then received by CATC from citizens favoring and not favoring the formation of both districts. No action was taken and the hearing closed. A tape is available. More complete documentation will be given in CATC's recommendation and report to City Council.

CATC then discussed the design and alignment of the Front Street By-Pass. After a presentation on the design by the Traffic Administrator, Doug Van Dyke, and much discussion, CATC made the following recommendation to City Council:

> "CATC recommends serious consideration be given to a spacious vehicular/pedestrian underpass at or in the vicinity of Chemeketa Street at Front Street. In conjunction with this recommendation, CATC also recommends the Court Street crossing of Front Street be eliminated by making the Front Street median continuous through Court Street. 5
>
> The intent of these recommendations is to provide safer pedestrian, bicycle, handicapped and vehicular access between the downtown core and the riverfront, and, additionally, allowing a freer flow of traffic on Front Street."

Attendance:

Members: Jim Dutoit, Howard Smith, Marion Valburg, Joanne Thearle, Maurice Cohn, Charlene Zitzewitz (left after Public Hearing).

Staff: Doug Van Dyke, Lew Garrison, Dean Frazier, Bob Wells, Chuck Stevens

Guests:
Mr. Ken Bonham, NEN representative
Mr. John Lund, Oregon State Employees Assoc.
Mr. Stephen Beech, Workman's Comp. Board
Mr. R. M. Rodea, Workman's Comp. Board
Mr. Jeff Johnson, Workman's Comp. Board
Many other guests

PGE Portland General Electric Company

May 11, 1978

Kent Aldrich, Mayor
City of Salem
City Hall
Salem, Oregon 97301

Dear Mayor Aldrich:

The CAN-DO Organization at its April 20th meeting heard a presentation from Dick Knowles regarding the Environmental Impact Statement for the Front Street Bypass Project. Although we are generally in agreement with the Project, we do have one major concern - the need for a convenient tie between the downtown core and the riverfront. 6

The area along the river between Union Street and Boise Cascade property to the south, has the potential of becoming one of the most beautiful areas in the City of Salem. Several proposals have been prepared over the years by various committees to utilize this property as a large public park with commercial development associated with the river. We feel that access to this area, should be assured now. We should not create a barrier between the downtown area and the river.

The motion passed by the board was: "To recommend consideration of a major underpass at Court Street to the riverfront property." 6

The Environmental Impact Study has considered pedestrian and vehichular access but not to the extent which our Neighborhood Organization feels is sufficient to satisfy the future requirements of this area. We strongly urge the City Council to ensure that plans for pedestrian access are included in the original Project and are not left for future consideration in a less desirable location and manner. The opportunity exists to not only enhance the riverfront but to strengthen the properties between.

Thank you for consideration of our views.

Sincerely yours,

Dave Calvert, Chairman
CAN-DO Neighborhood Organization

DC:nr

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Ph: 378-3732

PNRS STATE REVIEW

Project #: [illegible]

Return Date: MAY 15 1976

ENVIRONMENTAL IMPACT REVIEW PROCEDURES

1. A response is required to all notices requesting environmental review.
2. OMB A-95 (Revised) provides for a 30-day extension of time, if necessary. If you cannot respond by the above return date, please call the State Clearinghouse to arrange for an extension.

ENVIRONMENTAL IMPACT REVIEW
DRAFT STATEMENT

☐ This project does not have significant environmental impact.

☒ The environmental impact is adequately described.

☐ We suggest that the following points be considered in the preparation of a Final Environmental Impact Statement regarding this project.

☐ No comment.

- - - - - - - - - - -

REMARKS

Agency Water Resources

By

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Ph: 378-3732

PNRS STATE REVIEW

Project #: 7804 4 040 Return Date: MAY 12 1978

ENVIRONMENTAL IMPACT REVIEW PROCEDURES

1. A response is required to all notices requesting environmental review.
2. OMB A-95 (Revised) provides for a 30-day extension of time, if necessary. If you cannot respond by the above return date, please call the State Clearinghouse to arrange for an extension.

ENVIRONMENTAL IMPACT REVIEW DRAFT STATEMENT

( ) This project does not have significant environmental impact.

( ) The environmental impact is adequately described.

( ) We suggest that the following points be considered in the preparation of a Final Environmental Impact Statement regarding this project.

(✓) No comment.

- - - - - - - - - - -

REMARKS

Agency Economic Development

By [illegible] K. Parker

[illegible] SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Ph: 378-3732

PNRS STATE REVIEW

Project #: 7804 4 040 Return Date: 12[illegible]

ENVIRONMENTAL IMPACT REVIEW PROCEDURES

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2. OMB A-95 (Revised) provides for a 30-day extension of time, if necessary. If you cannot respond by the above return date, please call the State Clearinghouse to arrange for an extension.

ENVIRONMENTAL IMPACT REVIEW
DRAFT STATEMENT

( ) This project does not have significant environmental impact.

(x) The environmental impact is adequately described.

( ) We suggest that the following points be considered in the preparation of a Final Environmental Impact Statement regarding this project.

( ) No comment.

REMARKS

Agency [illegible] By William E. Pitney
ENVIRONMENTAL MANAGEMENT SECTION 5/16/78

OREGON INTERGOVERNMENTAL PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Ph: 378-3732

PNRS STATE REVIEW

Project #: [illegible] Return Date: MAY 15 1978

ENVIRONMENTAL IMPACT REVIEW PROCEDURES

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ENVIRONMENTAL IMPACT REVIEW
DRAFT STATEMENT

( ) This project does not have significant environmental impact.

( ) The environmental impact is adequately described.

( ) We suggest that the following points be considered in the preparation of a Final Environmental Impact Statement regarding this project.

( ) No comment.

REMARKS

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805. 7

Thank you for the opportunity to comment on this project.

Agency ______ By DM

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Ph: 378-3732

PNRS STATE REVIEW

Project #: [illegible] Return Date: MAY 12 1978

ENVIRONMENTAL IMPACT REVIEW PROCEDURES

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ENVIRONMENTAL IMPACT REVIEW
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( ) The environmental impact is adequately described.

(x) We suggest that the following points be considered in the preparation of a Final Environmental Impact Statement regarding this project.

( ) No comment.

- - - - - - - - - - - - -

REMARKS

SALEM - FRONT STREET BYPASS DRAFT ENVIRONMENTAL IMPACT STATEMENT

1. In the discussion of Historical and Archeological Resources (V-74,75), it might be made clearer which properties in the proposed Commercial Street Historic District fall within the study area, and which fall within the project area. Each probabl ought to be itemized with its historic name and a complete address. This information was transmitted with our letter of September 9, 1977. 8

2. In addition to those properties mentioned as having been rehabilitated, the Bush-Breyman Block, 147 Commercial Street NE has been rehabilitated. The latter has been entered in the National Register of Historic Places, as has the Reed Opera House. The J. K. Gill Building, 356 State Street, and the Adolph Block, 362-372 State Street, have been reviewed and approved for nomination to the National Register of Historic Places on an individual basis. The State Advisory Committee on Historic Preservation gave its approval on the latter February 7, 1978. For purposes of Section 106 of the National Historic Preservation Act, the entire Commercial Street Historic District is considered by the State Historic Preservation Office to be eligible for inclusion in the National Register on the basis of its review and approval for nomination by the State Advisory Committee in 1971. 9

3. The Kelley Building (1904), 275 Commercial Street SE, is not mentioned in the discussion, and, as a property of acknowledged historical associations, it will require some mitigation of impact. Located on the NW corner of Trade and Commercial it almost certainly lies within the project area. 10

Agency: HISTORIC PRESERVATION OFFICE
STATE PARKS & RECREATION BRANCH
525 TRADE STREET SE
SALEM, OREGON 97310

By: David E Talbot

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: OR. DOT - HIGHWAY

PROJECT TITLE: Pine & Trade St. (Front Street Bypass)

DATE: May 25, 1978

The state has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified ~~and the proposal is endorsed as presented~~

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

U.S. ENVIRONMENTAL PROTECTION AGENCY
REGION X
1200 SIXTH AVENUE
SEATTLE, WASHINGTON 98101

REPLY TO
ATTN OF: M/S 443

MAY 19 1978

Glen Green, Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street N.E.
Salem, Oregon 97301

Dear Mr. Green:

We have completed our review of your draft environmental impact statement for the Front Street Bypass System in Salem, Oregon. We would like to submit the following comments for your consideration.

AIR QUALITY

The draft statement's discussion of air quality does not clearly state whether or not existing air quality monitoring was conducted. If existing air quality monitoring was performed, the results should be presented in the final EIS. 11

The final EIS should use the most recent emission factors (EPA publication AP-42 "Final Motor Vehicle Emission Factor Development" January 1978) for calculation of projected emissions. In addition to using the most recent emission factors, the final EIS should state the input parameters and assumptions (such as vehicle age/use distribution, vehicle speeds, hot/cold start percentages and meteorological data) used in predicting future emissions. 12

Emission concentrations for the year that will result in the worst case air quality and for a year representative of long term air quality (say 1990) should be presented in the final EIS. 13

The DEIS states that only the no-build (Alternative 1) and the Liberty-Commercial (Alternative 2) proposals are consistent with the Regional Transportation Plan. If possible, other alternatives should be developed or modified which are consistent with the Regional Transportation and Air Quality Plans and goals. 14

NOISE

The discussion of environmental noise impact, pages V-111 through V-119, uses such phrases as "eleven residences would be impacted" or "fewer residents would be impacted." These phrases do not identify which residences will be impacted or the increment of increased noise they will experience. 15

We believe that the method used in the draft EIS to describe the project's noise impact does not present the noise data in a manner that can be understood by lay people. We see one of the objectives of an EIS as being to help lay people in the project area understand the effects the proposed action will have on them.

We therefore suggest that the final EIS use noise contours to describe the area wide impacts of each alternative. In addition, we suggest that the noise contour presentations indicate the predicted sound levels for those structures or activity areas which will experience exterior sound levels of L_{10} 70 dBA or greater and increases in ambient sound levels of:

0-5 dBA (Slight Impact)
5-10 dBA (Significant Impact)
greater than 10 dBA (Very Serious Impact) 16

The draft statement's discussion of noise mitigation measures should have included the alternatives of installing double pane windows and/or acoustic insulation in the walls of houses experiencing noise increases of 10 dBA or greater or exterior levels in excess of L_{10} 70 dBA or L_{eq} 67 dBA. We suggest that the final EIS present residential noise mitigation plans for each route alternative. 17

The final EIS should include a discussion defining those measures which will be implemented to reduce construction noise. The following list of construction noise abatement measures is suggested: 18

1. the use and maintenance of properly operating mufflers and quieting devices
2. the use of quietest available machinery and equipment
3. the use of electric equipment in preference to gas, diesel or pneumatic machinery
4. locating construction equipment as far from nearby noise sensitive properties as possible
5. shutting off idling equipment

NOISE

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2. the use of quietest available machinery and equipment 18
3. the use of electric equipment in preference to gas, diesel or pneumatic machinery
4. locating construction equipment as far from nearby noise sensitive properties as possible
5. shutting off idling equipment

6. limitation of construction hours to coincide with the normal workday period, e.g. 8:00 a.m. to 6:00 p.m.

7. scheduling the noisiest operations near the middle of the day, and notifying nearby residents whenever extremely noisy work will be occurring **18**

8. the use of permanent or portable barriers around point noise sources.

From the standpoint of the Environmental Protection Agency's areas of concern and expertise, we are rating this statement LO-2 (LO - Lack of Objections; 2 -Insufficient Information). This rating will be published in the Federal Register in accordance with our responsibility to inform the public of our views on proposed Federal actions under Section 309 of the Clean Air Act, as amended.

We appreciate the opportunity to review this draft environmental impact statement. Please do not hesitate to contact Dennis Ossenkop, of my staff, should you have questions or desire further information regarding our comments. He can be reached at (206) 442-1282 or (FTS) 399-1282.

Sincerely,

Alexandra B. Smith, Chief
Environmental Evaluation Branch

Environmental Section
May 25, 1978
cc: E. S. Hunter
    D. H. Moehring
    J. H. Versteeg
    F. E. Terpin
    Walter Hart
    C. O. Fredrickson
    R. E. Kuehn
    Eddie Welsh

[illegible] NOTIFICATION [illegible] REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Ph: 378-3732

PNRS STATE REVIEW

Project #: 76[illegible] 4 0[illegible]
Front Street Bypass - Salem

Return Date: MAY 15 1978

ENVIRONMENTAL IMPACT REVIEW PROCEDURES

1. A response is required to all notices requesting environmental review.
2. OMB A-95 (Revised) provides for a 30-day extension of time, if necessary. If you cannot respond by the above return date, please call the State Clearinghouse to arrange for an extension.

ENVIRONMENTAL IMPACT REVIEW
DRAFT STATEMENT

( ) This project does not have significant environmental impact.

( ) The environmental impact is adequately described.

(X) We suggest that the following points be considered in the preparation of a Final Environmental Impact Statement regarding this project.

( ) No comment.

- - - - - - - - - -

REMARKS

See attached comments on noise and air quality.

Agency DEQ By Howard M [illegible]

ROBERT W. STRAUB
GOVERNOR

Department of Environmental Quality

522 SOUTHWEST 5TH AVE. PORTLAND, OREGON
MAILING ADDRESS: P.O. BOX 1760, PORTLAND, OREGON 97207 (503) 229-6086

May 26, 1978

Oregon Department of Transportation
Environmental Section
412 Transportation Building
Salem, Oregon 97310

Attn: Mr. Gary Potter

Re: Front Street Bypass Draft EIS
#7804 4 040

Gentlemen:

The Department has completed a review of the Draft Environmental Impact Statement (DEIS) for the Front Street Bypass. Please see the attached memorandum for comments on noise.

The air quality analysis is based upon the Regional Parking and Circulation Plan (RPCP) which has a northern boundary consisting, partially, of Market Street. The Front Street Bypass facility crosses the northern boundary of the study, and therefore is outside the framework of the RPCP for that particular portion. 19

Within the RPCP, the critical air quality impact was in the vicinity of the Trade and Ferry Couplet intersecting with Liberty Street and Commercial Street. The air quality impact is the same in this area for each build alternative and has been adequately addressed in the RPCP. However, north of the RPCP boundary each build alternative has a different traffic impact on the major streets. The air quality impacts in this area are likely to be different for each alternative.

The Department therefore recommends an air quality analysis for the area outside the RPCP. This would include the identification of critical receptors on Broadway Street, Liberty Street, Commercial Street and Front Street. The critical receptors should be modeled for 8 hour CO concentrations for each alternative. The critical year can be determined through gross emissions analysis. 19

As a recommended improvement for the Final Environmental Impact Statement (FEIS), the reviewer would be greatly aided by having traffic volumes posted for each alternative, ie. a separate figure for each alternative.

This project will need an Indirect Source Construction Permit from the Department. The above comments are intended as a guide to improving the FEIS and will, hopefully, expedite the permit process. If you have any questions, please call me at 229-6086.

Sincerely,

Howard W. Harris

Howard W. Harris
Transportation Control Program
Coordinator

HWH:h

cc: William Cranford, ODOT

State of Oregon
DEPARTMENT OF ENVIRONMENTAL QUALITY

INTEROFFICE MEMO

To: Howard Harris, A.Q.

Date: May 9, 1978

From: Norman L. Jette, Noise Control

Subject: Noise Comments on the Draft E.I.S. for Salem's Front Street Bypass Project (7804-4-040)

Generally, the Draft E.I.S. for the Salem Front Street Bypass project has adequately presented the noise levels associated with this project. Most of the noise levels associated with this project are in excess of the F.W.H.A. noise guidelines (L_{10} - 70 dBA). The Draft E.I.S. implied that if this project could meet this standard, it would be protective of the public. The DEQ does not consider the F.W.H.A. noise standard as fully protective of public health and welfare. 20

Ranking of Alternatives

The following is a ranking of the "Build" alternatives (Alternatives 2, 3, 4 and 5) for this project by their relative noise impact potentials to residential property:

a) Alternative 4--Front Street Only

b) Alternative 3--Commercial Street Only

c) Alternative 5--Front-Commercial Couplet 21

d) Alternative 2--Liberty-Commercial Couplet.

The alternative with the least noise impact is listed at the top (Alternative 4) and the alternative with the most impact is listed at the bottom (Alternative 2). The above ranking does not take into consideration the effect of mitigation measures on the alternatives. The ranking is based primarily on the number of houses impacted.

The Front Street only alternative (Alternative 4) was ranked first (least impact), since Front Street is mostly industrial/commercial property.

The Commercial Street Only alternative (Alternative 3) calls for removing almost all the homes adjacent to Commercial Street between Belmont and Pine. Removing these houses allowed us to rank Alternative 3 as the second best alternative. If these houses were not removed, we would have ranked this alternative as the least desirable. Removing housing on Commercial has the additional benefit of providing room for noise barriers. If Alternative 3 is chosen, and if the street is to be realigned, as outlined in the Draft, we recommend the alignment be moved west rather than east, thus moving away from most remaining residential property. 22

For the following reasons, Alternatives 5 and 2 (Front-Commercial and Liberty-Commercial) were ranked least desirable:

a) Presently, both Commercial and Liberty have many homes adjacent to them.

b) Neither alternative calls for removal of houses.

c) Room is very limited for construction of noise barriers along Commercial and Liberty.

d) There is a problem with street access to homes if a barrier is used.

Mitigation Measures

The noise mitigation measures discussed in the Draft were stated in very general terms. No specific, concrete noise reduction measures were set forth and analyzed. The Final E.I.S. should correct this deficiency. 23

What discussion there was of mitigation measures, gave the impression that little could be done to mitigate the noise problem. Some of the reasons given in the Draft for this are:

a) "Not sufficient right-of-way to construct earth sound berms."

b) "Not practical to build the bypass below ground level due to the number of intersections."

c) "The houses need access to the streets."

These statements further illustrate the Draft's failure to completely analyze the mitigation measures.

a) Walls are as good as earth berms at reducing noise levels and also take less space.

b) Since traffic volumes on the local neighborhood cross streets are low, the street intersections could be closed and a continuous depressed roadway and/or noise barrier could be built through the intersections.

c) Each block has an alleyway running down the middle of it. The alleyway could be used for street access to the house. If people didn't want a solid wall outside their front door, the houses could be turned around to face the alleyway.

We are sure that other solutions to these problems could be thought of. If all else fails, the houses can be acoustically treated.

The following are some additional observations concerning the mitigation of noise impacts.

a) Alternative 3 (Commercial Street Only) has the best noise mitigation potential since it will have plenty of space for construction of noise barriers.

b) Alternative 3 would unfortunately take the first row of houses. This would expose the next row of houses to higher noise levels than they now experience. A barrier is needed to mitigate this impact.

c) The Draft's noise analysis has primarily addressed the impacts associated with residential property on Commercial and Liberty north of Belmont. However, there is an area on Commercial between Division and D Street and several areas along Front which contain noise impacted houses. These houses should receive special attention in the Final E.I.S. since the mitigation of their noise impacts may be a problem. 24

Recommendations:

The Department's Noise Control Section recommends the following:

a) The Highway Division apply our ranking of alternatives when determining which alternative to construct. 21

b) The noise mitigation measures be discussed in full detail in the Final E.I.S.

c) The noise reduction facilities be built so that homes receive the maximum practicable noise protection, beyond the F.W.H.A. standards. 20

d) The homes on Commercial between Division and D Street and on Front Street receive special consideration in the Final E.I.S.'s analysis of mitigation measures.

e) The Highway Division keep in mind the noise impact potentials of realigning Commercial Street outlined in Alternative 3. 22

/dro

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Phone: 378-3732

STATE A-95 REVIEW ADDENDUM

APPLICANT: Oregon Department of Transportation Highway Division

PROJECT TITLE: Pine St. & Trade (Front St Bypass)

PNRS #: 7804 4 040

DATE: May 31, 1978

The State Clearinghouse has received additional comments from DEQ subsequent to our conclusion letter of May 25, 1978, please see copy(ies) attached for your attention.

Additional Clearinghouse comments:

☒ Please consider this letter and enclosure(s) an addendum to our previous letter.

☒ A copy of this letter and enclosure(s) should be forwarded to the federal funding agency as required by OMB A-95.

If you have questions please contact the State Clearinghouse at the above address and telephone number.

United States Department of the Interior

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20240

ER-78/320

Dear Mr. Green:

This is in response to the request for the Department of the Interior's comments on the draft environmental statement for Front Street Bypass, Marion County, Oregon.

GENERAL COMMENTS

While the document generally describes the impacts associated with the proposed project, we note several deficiencies of concern to this Department.

First, the Code of Federal Regulations, Procedures for the Protection of Historic and Cultural Properties (36 CFR 800), do not appear to have been followed for the assessment of the proposed project's impacts on historic and cultural resources. Secondly, the document does not adequately discuss possible involvement with Section 4(f) of the Department of Transportation Act of 1966, as amended. 25

ENVIRONMENTAL STATEMENT COMMENTS

Pages V-74 through V-77 - Procedures required pursuant to 36 CFR Part 800 have not been documented in the draft statement. The major points of these procedures are:

(1) Identification of properties that are included in or eligible for inclusion in the National Register of Historic Places that may be affected by the project (36 CFR 800.4(a)).

(2) Application of the Criteria of Effect to determine if the project will have an effect upon property included in or eligible for inclusion in the National Register of Historic Places. The draft statement should document the effect (36 CFR 800.4(b)). 25

(3) Determinations of no adverse effect, if applicable, should be documented in the draft statement with evidence of the Criteria of Adverse Effect, the views of the State Historic Preservation Officer, and submission of the determination to the Advisory Council on Historic Preservation for review (36 CFR 800.4(d)).

> (4) If the project will have an adverse effect upon a property included in or eligible for inclusion in the National Register of Historic Places, the final environmental statement should include either an executed Memorandum of Agreement or comments from the Council or its staff, and an account of actions to be taken in response to these comments (36 CFR 800.5 and 800.6).

To determine whether the project will have an effect on properties of State or local historical, architectural, archaeological, or cultural significance not included in or eligible for inclusion in the National Register, the project sponsors should consult with the State Historic Preservation Officer, with the local official having jurisdiction of the property and, where appropriate, with historical societies, museums or academic institutions having expertise with regard to the property. **25**

Use of land from an historic site of Federal, state, and local significance as determined by the official having jurisdiction, involves Section 4(f) of the DOT Act and documentation should include information necessary to consider a 4(f) determination. Since "use of land" includes not only the taking of land, but also the indirect effects of the project, such as the impacts of noise, air pollution and traffic-induced structural deterioration of historic sites, a 4(f) determination may be appropriate in this case.

The draft statement should also discuss possible 4(f) involvement with Marion Square Park. Although it appears there would not be a taking of land from the park, the impacts of reduced parking and increased noise (Table 33, page V-107 and page V-112) may constitute a "use" of park lands necessitating a Section 4(f) determination. **26**

Page V-85 - The water quality data presented in Table 24 would be more meaningful if the year the samples were taken was shown and if the data were related to actual stream discharge. The antecedent weather condition shown tells only half the story. Streamflow data for Mill Creek and the Willamette River can be obtained from the U. S. Geological Survey, Water Resources Division, Portland, Oregon, or from the State of Oregon Water Resources Department. **27**

From the standpoint of effects on the hydrologic environment, one of the principal effects of construction in and around waterways is bank erosion and subsequent deposition of the eroded materials in the stream channel. Alternatives 2-5 require bridge modifications in the Mill Creek basin. We suggest this work be done with minimum disturbance to the banks and stream channel to avoid erosion problems during high flows.

We do not foresee any specific adverse effects on the hydrology of the project area that are not defined in the subject draft.

Pages V-91 through V-92 - Anticipated impacts to fish and wildlife appear to have been adequately described. However, proposed bypass options include roadway and railway crossings of Mill Creek which is an important anadromous salmonid stream. Accordingly, our comments do not preclude an additional and separate evaluation by the Department's Fish and Wildlife Service, pursuant to the Fish and Wildlife Coordination Act (16 U.S.C. 661, et seq.), if eventual project development requires a permit from the U. S. Coast Guard and/or the Corps of Engineers, U. S. Army (Sections 9 and 10 of the River and Harbor Act of 1899 and Section 404 of P.L. 92-500). All such permits are subject to separate review by the Service under existing statutes, executive order, memorandum of agreement and other authorities. In review of permit applications, the Service may concur, with or without stipulations, or object to the proposed work, depending on specific construction practices which may impact fish and wildlife resources. **28**

Page V-94 - The impact of "Increased traffic volumes increases auto pollutants into creek," under Alternative 1 is indicated as "Beneficial." This should be changed to "Adverse." **29**

SUMMARY COMMENTS

The section of the draft environmental statement dealing with impacts on cultural resources should be revised to indicate compliance with the procedures required by the National Historic Preservation Act of 1966, as amended, and Executive Order 11593. These procedures are codified in 36 CFR 800. If application of the regulations in 36 CFR 800 indicate an adverse effect on historic and cultural resources, or if the project's impacts on Marion Square Park or an historic site, which may or may not be eligible for or included in the National Register, are sufficient to constitute a "use" of that property, a Section 4(f) statement will be necessary and we would expect the opportunity to review the statement for this involvement.

As this Department has a continuing interest in this project, we would be willing to cooperate and provide technical assistance in further project assessment and in the development of additional documentation for review. The field office assigned responsibility for overall coordination on this project and for technical assistance about park and recreation or historic property matters is: Regional Director, Heritage Conservation and Recreation Service, Northwest Region, 915 Second Avenue, Room 990, Seattle, Washington 98174.

Sincerely yours,

Larry E. Meierotto

Deputy Assistant Secretary of the Interior

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P.O. Box 300
Salem, Oregon 97301

cc: Robert A. Burco, Director
Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Department of Energy
Region X
1992 Federal Building
915 Second Avenue
Seattle, Washington 98174
206-442-7260

June 2, 1978

Gary A. Potter, Manager
Environmental Section
Oregon State Highway Division
Salem, Oregon 97310

Dear Mr. Potter:

The Department of Energy (DOE) appreciates the opportunity to comment on the Draft Environmental Impact Statement (EIS) for the Front Street Bypass System, City of Salem, Marion County, Oregon (FHWA-OR-EIS-78-06-D).

Two of the purposes that Congress declared when it established the Department of Energy by enacting the DOE Organization Act (42 USC 7101) were:

- To achieve, through the Department, effective management of energy functions of the Federal Government, including consultation with the heads of other Federal departments and agencies in order to encourage them to establish and observe policies consistent with a coordinated energy policy, and to promote maximum possible energy conservation measures in connection with the activities within their respective jurisdictions [42 USC 7112(2)]; and,

- To place major emphasis on the development and commercial use of solar, geothermal, recycling and other technologies utilizing renewable energy resources [42 USC 7112(6)] (emphasis added).

This Regional Office is utilizing the EIS comment process as one way to assist in achieving the purposes declared by Congress.

EIS's are a most appropriate means to evaluate and present the energy consumptive characteristics consequent to proposed Federal agency actions, alternatives to proposed actions, and proposed mitigative measures. EIS's are also appropriately employed to develop and present energy conservation measures and renewable-resource energy measures which would not only reduce the energy consumed consequent to Federal agency actions but also reduce the nation's dependence on nonrenewable energy resources.

The Council on Environmental Quality *Guidelines for the Preparation of Environmental Impact Statements* urge that EIS's consider alternatives that will significantly conserve energy, and include energy use and energy conservation among the areas of environmental impact which should be considered in EIS's (just as air quality, water quality, noise, etc., must be considered).

This Office therefore reviewed the referenced Draft EIS to determine not only the specific impact of the alternatives on energy consumption, but also to assess: (1) the adequacy of the EIS's broad consideration of energy use, (2) the type and nature of energy use, and (3) the consideration given to energy conservation/efficiency. We found that the EIS generally does not appear to address the issues of energy use or energy conservation associated with the alternatives considered and proposed mitigative measures.

More specifically, the EIS does not consider and specify the energy effects associated with the completed project. In particular, the reduction in traffic congestion in downtown Salem that is identified as a major justification for the project is a factor that will have an important effect on the total energy consumption of the Salem area. Other factors that influence energy consumption include vertical gradient and horizontal curvature alignments, the extent and design of rights-of-way, types of pavement, and the extent and type of highway lighting used. The alternatives should be evaluated and compared on the basis of their projected quantitative lifetime energy consumption characteristics. 30

The EIS also does not presently include a consideration of the energy invested in the material which could be used to construct the alternatives and the energy consumed by construction activities. In order to make some energy comparisons this Office has performed some rough calculations of the energy requirements of the four project alternatives, using general conversion factors between construction costs, type of construction, and energy use (see the DOE's State Energy Conservation Plan Handbook, pp. 61-80, attached). 31

Alternative 2:	110 Billion Btu
Alternative 3:	170 Billion Btu
Alternative 4:	360 Billion Btu
Alternative 5:	280 Billion Btu

32 We would appreciate a consideration of alternative materials, as well as alternative projects, in the Final EIS. The Final EIS should also present an evaluation of the use of alternative construction techniques and procedures. Some procedures can greatly alter energy consumption during construction (e.g., specifying a higher moisture content and lower temperature in hot mix asphalt, requiring higher loading efficiencies for earth moving equipment, maximizing use of on-site materials, utilizing standardized and repetitive dimensions to permit maximum reuse of forms, and encouraging carpooling by construction employees).

33 Additionally, the EIS should indicate what measures will be taken to mitigate excessive or potentially unnecessary energy consumption due to the design, construction, use, and maintenance of the eventual proposed action. Any potential for substitution of renewable energy resources for nonrenewable energy resources should also be addressed in the Final EIS.

This Office again thanks you for the opportunity to review and comment on your Draft EIS. We hope our comments will b helpful to you in the preparation of the Final Environmen

Impact Statement, and in your further consideration of the alternatives. If we can be of further assistance, please do not hesitate to contact us.

Sincerely,

Gilbert S. Haselberger
Director, Conservation & Environment

Attachment

cc: Lee Johnson, External Affairs Officer, Region X, DOE

Robert Stern, Office of the Assistant Secretary for Environment, Environmental Impact Division, NDOE

Paul Brumby, Office of the Assistant Secretary for Conservation and Solar Applications, Federal Programs Office, NDOE

Louis Lybecker, Regional Administrator, Federal Highway Administration, DOT, Portland, Oregon

MEMORANDUM

TO: Salem City Council

FOLLOW-UP DATE:

FROM: Jane C. Cummins, President
Salem Planning Commission

DATE: July 18, 1978

SUBJECT: Front Street Bypass

The Salem Planning Commission gave further consideration to the Front Street Bypass at their meeting of June 27, 1978, and would like to reiterate a strong need for pedestrian access to the riverfront from the downtown area of the City. The Planning Commission members cannot overly emphasize their concern that such an access be provided for pedestrian traffic. The Commission recognizes the great expense incurred in such a proposal but feels the need far outweighs the expense over the long period of time. **34**

In addition, the Planning Commission strongly urges the City Council to give further consideration to any proposal for widening Liberty and Commercial Streets which would cause damage to trees. The Commission believes that the trees are a valuable asset to the City and every effort should be made to maintain the trees. **35**

JCC/KPB/ss
cc: Dick Knowles, COG
Doug Van Dyke, Traffic
Ralph Lambert, Engineering

M E M O R A N D U M

TO: Salem City Council

FROM: SATS Salem Area Bicycle Advisory Committee

SUBJECT: Front Street Bypass Draft Environmental Impact Statement

DATE: May 8, 1978

The Salem Area Bicycle Advisory Committee recommends that the Liberty-Commercial Couplet portion of the Front Street Bypass project be designated as a segment of the bike route between downtown Salem and the Keizer area. To provide a route attractive to bike users the committee recommends an eight foot bike lane be included on the right side of both Liberty and Commercial Streets between Division and Pine. 36

The Bike Committee is presently working on a major update of the Salem Area Bikeway Plan. While the exact location of many bike routes has not been finally determined, we have identified most of the bike route corridors of which the Front Street Bypass is one.

Before agreeing on the Liberty-Commercial bike route recommendation the committee studied several other alternatives within this corridor.

Consideration was given to routing the bike traffic on Front, Broadway, 4th or 5th Streets. However, these alternatives were rejected for various reasons such as railroad tracks, parking, narrow streets with heavy traffic, numerous stop signs and indirect travel. It appeared that the cost to correct these problems would be greater than bike lanes included in the couplet.

An eight foot bike lane on both Liberty and Commercial Streets would provide a very important segment of the route between downtown Salem and the Keizer area with a minimum of traffic signals or stop signs to impede the speed or rhythm of the bicyclist. Experience from bike route planners in other areas such as Eugene has stressed that although a route may appear desirable because of low traffic, but has numerous stop signs and is indirect, it will not be used when a more direct arterial is available even though the traffic volumes may be much higher.

It was the committee's understanding that the traffic analysis prepared by the Oregon Department of Transportation indicated that a two-lane couplet would be adequate for the next 10-15 years. With this assumption, it was felt the couplet should be two lanes with additional width available for an emergency parking/bikelane. The SATS Right-of-Way Study states that parking is not permitted on an arterial, which includes this couplet.

Bicycles are a viable mode of transportation similar to a car or bus. Bicycling is the best energy-efficient means of transportation, would help reduce the present parking problem for both customers and employees in downtown Salem, and would not impede the improvement of Salem's air quality.

If we are to encourage the use of this efficient means of transportation, facilities must be provided. For these reasons, the Bicycle Advisory Committee recommends the Liberty-Commercial Couplet be designated as a segment of the bike route between downtown Salem and the Keizer area and bikelanes be included in the construction of this project.

ARNOLD/cah

COORDINATING COMMITTEE
SALEM AREA TRANSPORTATION STUDY
MID WILLAMETTE VALLEY COUNCIL OF GOVERNMENTS

RESOLUTION 78-08

WHEREAS, the Mid Willamette Valley Council of Governments has been designated by the State of Oregon as the official Metropolitan Planning Organization for the Salem urban area; and

WHEREAS, the Coordinating Committee of the Salem Area Transportation Study is authorized by resolution of the Mid Willamette Valley Council of Governments to act on its behalf in administrative matters relating to transportation planning; and

WHEREAS, the Coordinating Committee has authorized an advisory committee for bicycle planning matters; and

WHEREAS, the Salem Area Bicycle Advisory Committee has recommended by unanimous vote to revise the existing Salem Area Bikeway Plan by adding an 8 foot bikeway to both the North Liberty and North Commercial segments of the proposed Front Street Bypass system;

NOW, THEREFORE BE IT RESOLVED BY THE COORDINATING COMMITTEE OF THE SALEM AREA TRANSPORTATION STUDY:

The Coordinating Committee hereby gives notice of intent to consider amending the Salem Area Bikeway Plan by adding a northbound and a southbound separate bikeway to the Front Street Bypass from Trade to Pine Streets. The Coordinating Committee recognizes that specific designs will be considered by the City Council and final design recommendations will be made in the Front Street Bypass Final Environmental Impact Statement. The City Council is requested to continue the public hearing two weeks so that the Grant/Highland Neighborhood can have an opportunity for submitting their comments.

4/26/78
Date

Ellen Lowe
Ellen Lowe, Chairman
Salem Area Transportation Study
Coordinating Committee

ATTACHMENT A

TO: SALEM CITY COUNCIL

FROM: SOUTH CENTRAL ASSOCIATION OF NEIGHBORS (SCAN) TRANSPORTATION COMM.

RE: FRONT STREET BYPASS DRAFT ENVIRONMENTAL IMPACT STATEMENT

DATE: MAY 8, 1978

The Scan Board's presence here this evening is due to possible design considerations in the Front Street Bypass Draft EIS discussions. SCAN is on record as supporting the construction and encouraging the maximum use of the Pringle Creek Parkway. This parkway has the potential of relieving high traffic volumes on SCAN neighborhood streets to the south. However, we are very concerned about two proposed lights on Trade Street.

The decision to place lights at High Street and Trade Street and at Church and Trade Streets is being made without looking at the impact of increased traffic south of Trade. Our concern is two fold. These two lights will create another "couplet" through our neighborhood forcing excessively high traffic loads through existing residential areas. We feel that this effect will spread throughout the area along High St. from Trade to McGilchrist, and the area from 12th St to S. Liberty. Secondly, the placement of these two lights will impede the smooth flow of traffic on the Pringle Creek Parkway.

37

ODOT's FTS-3 traffic projection model, the raw data of which appears in this draft EIS, is very broad in nature , and the data for High and Church Streets south of Trade is not included in this draft. As you know, ODOT is now developing an FTS-4 model which will be somewhat more refined, based on more recent population projections, etc. in the Comprehensive Plan. We strongly recommend that the placement of lights at High and Trade Streets and Church and Trade Streets be postponed until an additional study can be made south of Trade. We recommend that selected link studies of this area be made after the FTS-4 model has been completed. We are taking this request to the SATS Coordinating Committee to initiate an ODOT study and would appreciate any support we can get from the Council.

Another concern we have is whether or not the increased traffic loads generated by the proposed State Office bldg, hotel-convention center (?), community center, etc. in the Pringle Creek Parkway area have been taken into consideration in the Comprehensive Plan. The location of ingress and egress to these developments is very crucial to desirable traffic patterns in our neighborhood. 38

It seems unfortunate that there is no public forum planned dealing exclusively with design considerations in the Front Street Bypass EIS. In view of this fact we strongly recommend at this hearing that the planning process leave the maximum number of alternatives open. The decision to place lights at High and Trade Streets and Church and Trade Streets should be postponed until we have more information. The SCAN Board feels very strongly that any threat to the smooth flow of traffic on Pringle Creek Parkway increases traffic volumes on SCAN neighborhood streets and is therefore a threat to the liveability of our area.

CITY OF SALEM

Dick Berg

Dick Berg, Chairman
SCAN Transportation Committee

ATTACHMENT B

Testimony

May 22, 1978

My name is Richard Inman, and I am the Planning Engineer for the Willamette Valley Division of Portland General Electric. I am substituting for Mr. Chaffin, while he is in Washington, D.C. on matters related to the Front Street Bypass. My purpose will be to help the City Council in their discussion of the Front Street Bypass Environmental Impact Statement with some cost figures and the total effect of the Bypass system has upon PGE.

First off, I want to go into a little bit of history to bring the members of Council and the Mayor up to date. In 1967, both PGE and Salem Electric approached the City with the idea of undergrounding utilities in the Core Area in exchange for exclusive area rights. The reasoning for exclusive area rights was to prevent duplication of facilities, which is an unnecessary burden upon the rate payers. In 1968, PGE started an underground conversion ~~area~~ within the Salem Core Area. This area is bounded ~~on~~ by Front Street on the west, Union Street on the north, 12th Street on the east, and Trade Street on the south. This program is being carried out over a ten year period, and presently, we are in the last year of that ten year period. This program has greatly enhanced the beauty of the downtown Core Area. As of the year, 1977, PGE has spent approximately $2.5 million to convert our overhead distribution system to an underground distribution system. This figure does not include the cost to our customers to convert their electrical service equipment to accept our underground service. In addition to PGE costs, Pacific Northwest Bell and Salem Electric also have spent considerable amounts of money and time in converting their facilities to underground. Even so, there still will be overhead wire within the downtown Core Area. Namely, wire supporting traffic signals at various intersections, Christmas decorations, and similar situations. This underground conversion program has, also, aided in the economic development of the downtown area.

Front street was purposely left out of the underground conversion in the Core Area for two reasons.

No. 1: This area was mainly industrial at the time the boundaries for the Core Area were drawn up.

No. 2: PGE needed a corridor for its transmission along the west side of the Core Area.

As part of the Pringle Park Urban Renewal Program, PGE relocated its downtown substation located at Liberty and Mill Streets, next to the Pringle Park Parking Structure, to Water and Marion Streets. One of the criteria in relocation of the downtown substation was the availability of transmission lines to provide a source for the new substation. This is a sequence of events that has brought us up to date.

On file with Public Utilities Commissioner, PGE has a Standard Practice Instruction, No. 400-9, which is our underground policy. It states in Section 7, that heavy distribution feeders with capacity in excess of 400 amperes and transmission lines ordinarily will not be placed underground. However, if underground construction is feasible, PGE will be reimbursed for the difference between the estimated cost of underground and overhead construction, and, in addition, will be paid the installed cost of any existing overhead facilities to be removed, less depreciation, and less salvage value, plus all costs of removal. This Standard Practice Instruction, 400-9, is on file with the Commissioner, and has been approved by the Commissioner.

By PUC Order No. E-8, specifically Sheet R-1, Paragraph A-2 of Section 13, it states, the applicant will have paid to the Company the original cost, less depreciation, less salvage value, plus removal expense of any existing overhead distribution facilities no longer used or useful by reason of said underground system, and the applicants shall have paid the Company the cost of any necessary rearrangements, modifications, and additions to the existing facilities to accomodate the conversion of facilities from overhead to underground.

In Paragraph B-2 of Section 13, it states, that area conversions may involve allocation or assessment of costs and responsibilities among individuals. Such assessments and collections thereof will be the responsibility of a governmental unit or association of those affected.

The total cost to underground PGE facilities on Front Street and the Liberty-Commercial Street couplet total about $4.26 million. PGE believes that this cost of undergrounding our facilities on Front Street and the Liberty-Commercial couplet is an unusual cost which will be of strictly aesthetic benefit to a small area and should not be borne by all our rate payers. In accordance with the regulations previously quoted, this expense will be divided as follows: Our customers will pay an estimated $206,000 to convert their facilities to accept underground service, PGE will ~~have~~ contributed approximately $171,000, which is the cost of an equivalent overhead system, and the City will pay the remaining $3.88 million.

While the Environmental Impact Statement was being drafted, Dick Knowles, of COG, and Dave Calvert, of Portland General Electric, met to come up with a per unit ball park figure for undergrounding our facilities in I-305 Transfer Fund Projects. The figures that Dick Knowles obtained from Dave Calvert were developed to expedite drafting of the Environmental Impact Statement. These figures were $700 per foot for transmission underground line and $200 per foot for underground distribution system. We, at PGE, have done further study and ~~we find~~ revised our figures of the per unit cost. On Front Street, from Division st. to Boise-Cascade, the cost for undergrounding the distribution system is approximately $108 per foot, and the cost for undergrounding our transmission line is $524 per foot. On the Liberty-Commercial Street couplet, the cost for undergrounding the distribution system is approximately $119 per foot. Presently, there is 101 residential customers and 48 commercial class customers situated along the Liberty-Commercial Street couplet, and their cost to convert their electric service equipment to accept underground service would be approximately $500 to $1,000 for residential and approximately $2,000 to $5,000 for the commercial class customers.

On Front Street, we serve three commercial class customers, and their cost to convert to underground service would be approximately $2,000 to $5,000.

As a technical side light, the underground transmission wire would be installed in a steel pipe with oil being pumped through the steel pipe for insulation and cooling of the wire. In order to pump this cooling and insulating oil through the pipes, we would need four pumping stations that would sit on 50 by 100 foot parcels of land. Two would be located adjacent to our present substation site at Marion and Water Streets, one would be located in the vicinity of Boise-Cascade, and the other in the vicinity of Division and Front Streets. There is not enough room in our present substation to accomodate the pumping stations needed at that location.

There is considerable doubt as to whether PGE would be able to acquire the four properties for these pumping plants, the wire and pipe for the transmission system, and install it before the railroad was relocated, which is scheduled to commence in January, 1979. Management has given us permission to build an overhead transmission and distribution system, using armless type construction, grey poles, grey insulators, grey transformers, and a minimum number of wires consistent with standard construction practices. We will also design the system to eliminate as many poles as possible, consistent with standard construction practices. We feel this will greatly improve the aesthetics along the Front Street Bypass system at a reasonable cost.

TESTIMONY

My name is Michael T. Murphy. I reside at 530 23rd NE. I am a member of the Bicycle Advisory Committee.

I would like to present information as well as some of my opinions regarding the bicycle facilities on the Front Street Bypass project. At present the Bicycle Advisory Committee is revising the Comprehensive Plan for bicycles in the Salem Urban Area. The proposed bicycle facilities of the Front Street Bypass are an integral part of a revised comprehensive plan. It connects the downtown with points to the north, east and west.

To the north, the proposed bicycle lanes on N. Commercial and Liberty Streets would connect to a future bicycle lane facility on the I-305 replacement arterial. In addition, it would connect the Keizer, and Grant and Highland neighborhoods with the downtown.

To the east, we are investigating the possibility of bicycle lanes on Court and Chemeketa Streets. In addition, the Front Street Bypass would result in the removal of the Trade Street railroad tracks between 12th and Front Streets. This would allow a bicycle path along the abandoned track between Winter and 12th Streets on the Willamette University campus. This would serve both the university and the community-at-large. If a way were found to cross 12th at this point, a connection could be made to Mill Street between 12th and 23rd, with eventual connection to the State Street bicycle path east of 23rd. This would provide a route from east Salem into the downtown area.

To the west, the Front Street Bypass would provide a link between the West Salem bicycle path and the downtown. At present, the bicycle facilities from West Salem terminate at the east end of the Marion and Center Street bridges at Commercial St. This is a dangerous area for bicyclists, particularly those coming off the Center Street bridge going east and south. The Front Street bypass project would encourage bicycle usage between West Salem and the downtown and Capitol Mall area by increasing safety and accessibility. More bicyclists from West Salem would community to the downtown are the Capitol Mall Area.

In our discussions on the Bicycle Advisory Committee and with various local citizens, the question has arisen: Do we need to provide additional facilities for bicyclists in the Salem area? I think we need to, for several reasons. Additional facilities for bicyclists, such as on-street bicycle lanes, will encourage travellers to use the bicycle instead of the car. This would have several beneficial effects on Salem.

A system of bicycle lanes and facilities for parking bicycles would encourage the use of bicycles. This would reduce the need for parking in the downtown and the Capitol Mall area, by reducing the usage of automobiles. As we know, the problem of automobile parking has been and is an issue in both the Capitol Mall--with increased parking fees--and the downtown--with the addition of parking with parking structures. Bicycle facilities, including covered parking area for bicycles and on street bicycle lanes, would provide an incentive for more commuters to utilize the bicycle for the journey-to-work trip. This would reduce the demand for parking in the downtown and the Capitol Mall area. In addition, the reduction in the use of automobiles would reduce air pollution and the demand for petroleum in the Salem area from what it would otherwise be.

APPENDIX C

DEQ COORDINATION LETTER

ROBERT W. STRAUB
GOVERNOR

Department of Environmental Quality
522 SOUTHWEST 5TH AVE. PORTLAND, OREGON
MAILING ADDRESS: P.O. BOX 1760, PORTLAND, OREGON 97207

April 13, 1979

Mr. Gary A. Potter, Manager
Environmental Section
Oregon Department of Transportation
Transportation Building
Salem, OR 97310

Re: Division Street - Trade Street
(Front Street Bypass)
Marion County
Determination of Consistency

Dear Mr. Potter:

Revised carbon monoxide hot spot analysis, which has been included in the Salem portion of the State Implementation Plan (SIP) revisions, shows that the above referenced project would be consistent with the SIP.

Sincerely,

Howard W. Harris
Coodinator
Transportation Control Program

HWH:tf
cc: Mr. Richard Knowles, Mid-Willamette Valley
Council of Governments

1980 Division St. N.E.-Trade St. 9101
S.E. (Salem) Sec. of FAU Rt. 1705
(Front St.) (Gr., pav. & signing) #3

C4A 6119

620 [illegible]

Salem

STATE OF OREGON — INTEROFFICE MEMO

Highway - Traffic (DEPT.)   378-6537 (TELEPHONE)

TO: W. J. Hart
Bridge Engineer

DATE: May 29, 1979

FROM: L. E. George
Traffic Engineer

SUBJECT: Sign-Signal Bridge
Commercial Street N.E. at Division Street N.E.
Division Street N.E. at Trade Street S.E. (Salem) Section
FAU 1705 (Front Street)

Attached is the proposed sign-signal bridge plan at the intersection of Division and Commercial Streets. Would you proceed with the design of the structure. Location of terminal points should be checked by Region 2 in the field. When the design is completed, would you please furnish us with an estimated cost.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

KRR:ds
Attachment

cc: D. O. Christensen
R. E. Nelson
David Weaver

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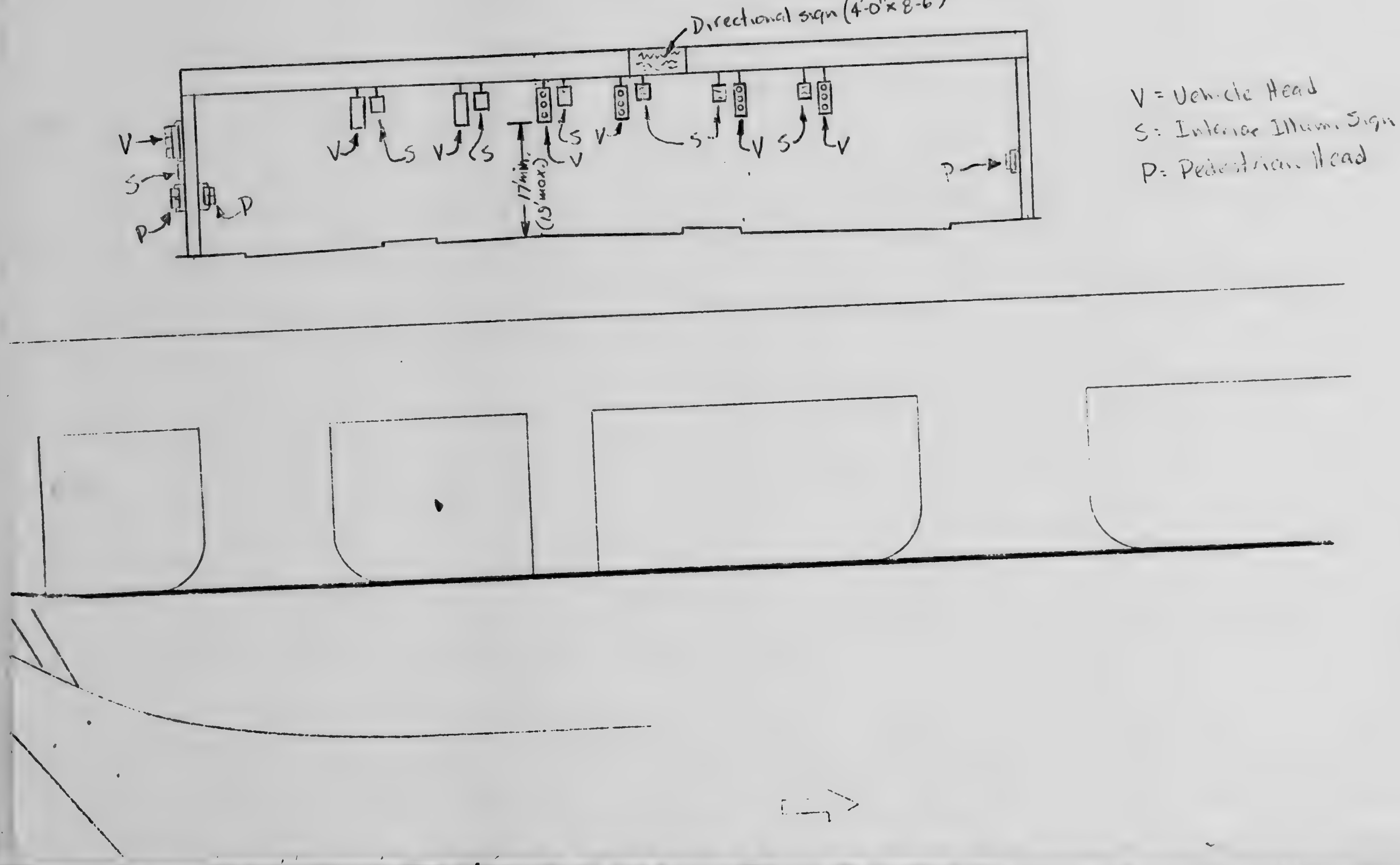
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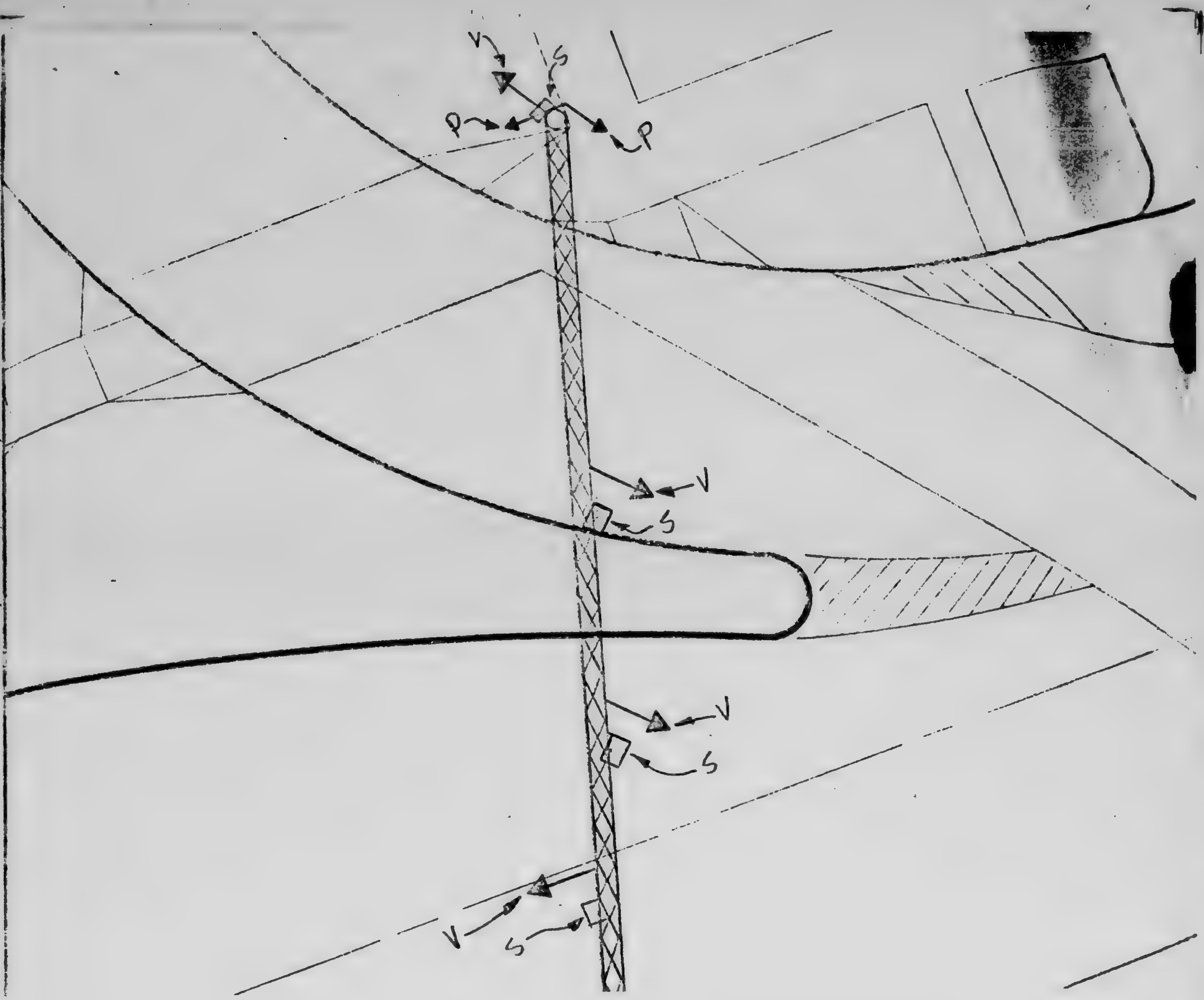
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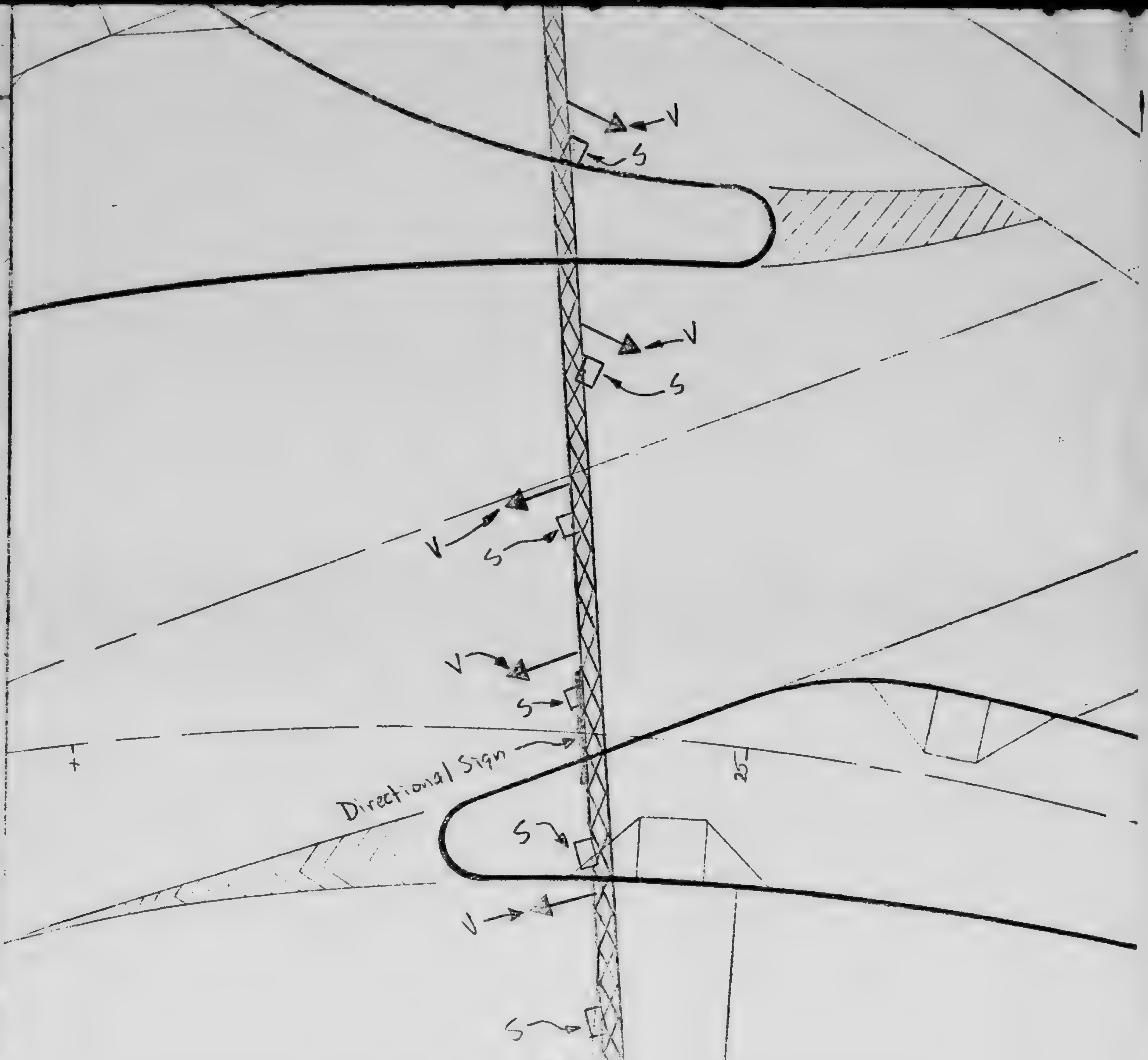
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Salem City

Room 222, Department of Transportation Bldg., Salem, OR 97310

May 21, 1979

Mr. Ralph W. Lambert, P.E.
Project Engineer
Department of Public Works
City of Salem

Subject: **Ferry-Trade Couplet,** FAU 1705
Commercial St. to Church St.

RE: Cost Estimate for Federal Aid
Project Request

Per your request, please find below the cost for Page 4, Item VIII, 4. Included are cost backup sheets.

Applicant's estimate of cost for requested project:

Roadway Work	$ 324,000.00
Right-of-way costs (if participating)	00.00
Traffic control	(From City)
Illumination	105,000.00
Structures	00.00
Railroad	00.00
Other Landscaping and Irrigation	18,000.00
Engineering and Contingencies 20%	89,000.00
PROJECT TOTAL	$ 536,000.00

I ✓

Sincerely,

W. E. Cole
Design Engineer Supervisor

WEC:mw
cc: C. O. Fredrickson
Tom Edwards

Salem

CITY
OF SALEM,
OREGON
City Hall / 555 Liberty St. S.E.
Zip Code 97301

May 4, 1979

Bill Cole, Final Design
Oregon Department of Transportation
State Transportation Building
Salem, OR 97310

Re: Ferry Trade Couplet
Commercial St. to Church St.

Dear Mr. Cole:

On April 30, 1979, Tom Edwards of your staff requested concurrance to allow the existing north curb to remain along the north side of Ferry Street between Commercial and Liberty Streets. This curb would only have been moved 6" to 1', and would have required extensive curb sidewalk reconstruction. The existing curb has 5" to 6" exposure and is in good condition. The sidewalk is also in good condition. We therefore concur in allowing this curb to remain. The 48 foot improvement will therefore be slightly off set in this block. You may need to make slight radius revisions at Commercial and Liberty Streets on the south side of this block of Ferry Street to avoid encroachment onto the Marion Dunes/Black Angus property.

In designing the Trade Street at High Street traffic signal, we have noticed a need to slightly revise one of the medians for safer traffic flow. This revision is shown on the attached sketch. Please incorporate this change into the street improvement, landscaping, etc., plans.

Very truly yours,

DEPARTMENT OF PUBLIC WORKS

B T Van Wormer

B.T. Van Wormer, P.E.
Assistant Director of Public Works
and Acting City Engineer

RWL/BTV;jc

Attachment

cc: Don MacFadden, Chief Design Engineer
Doug Van Dyke, Traffic Administrator
Ralph Lambert, Project Engineer

REFERRED TO
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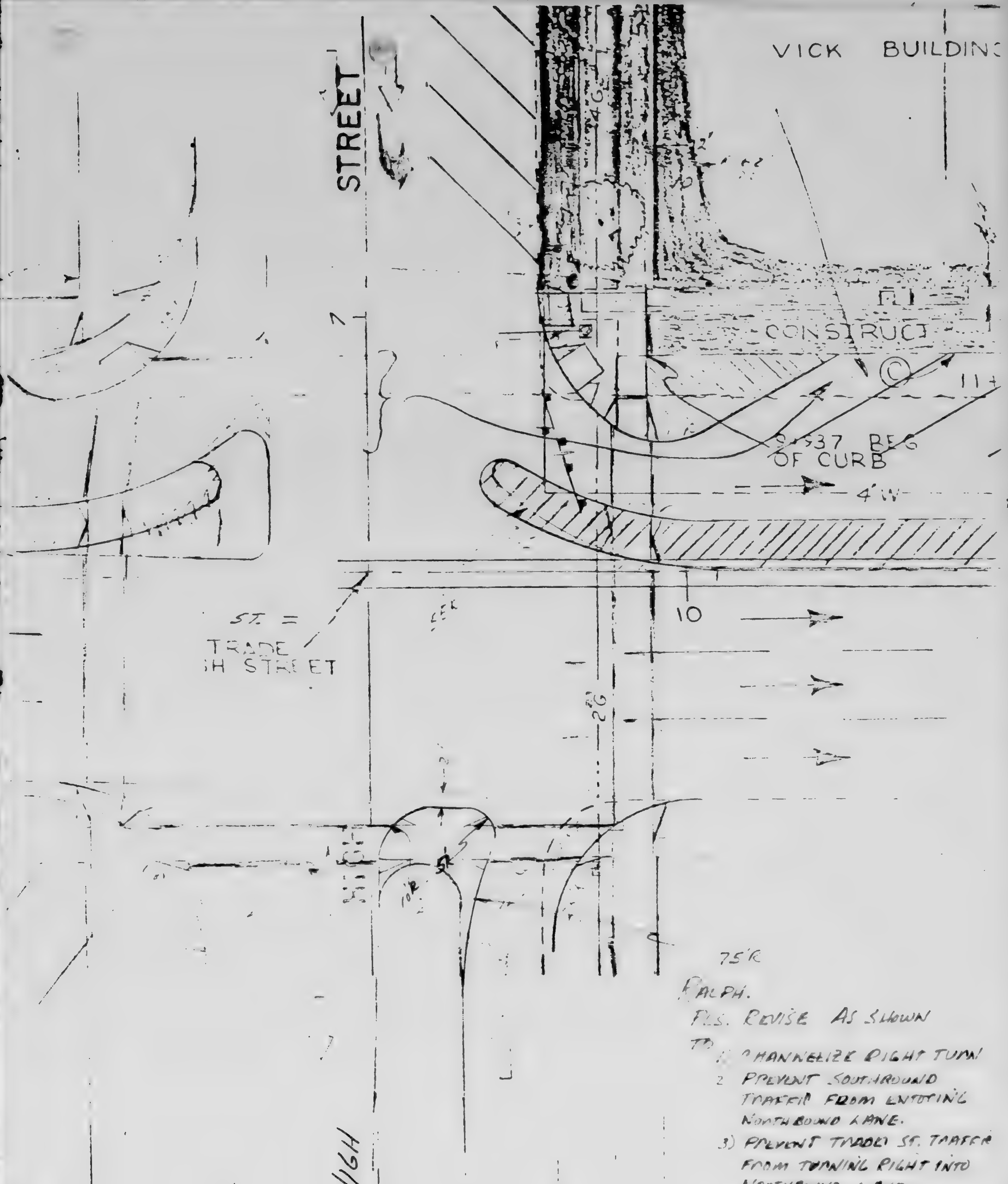
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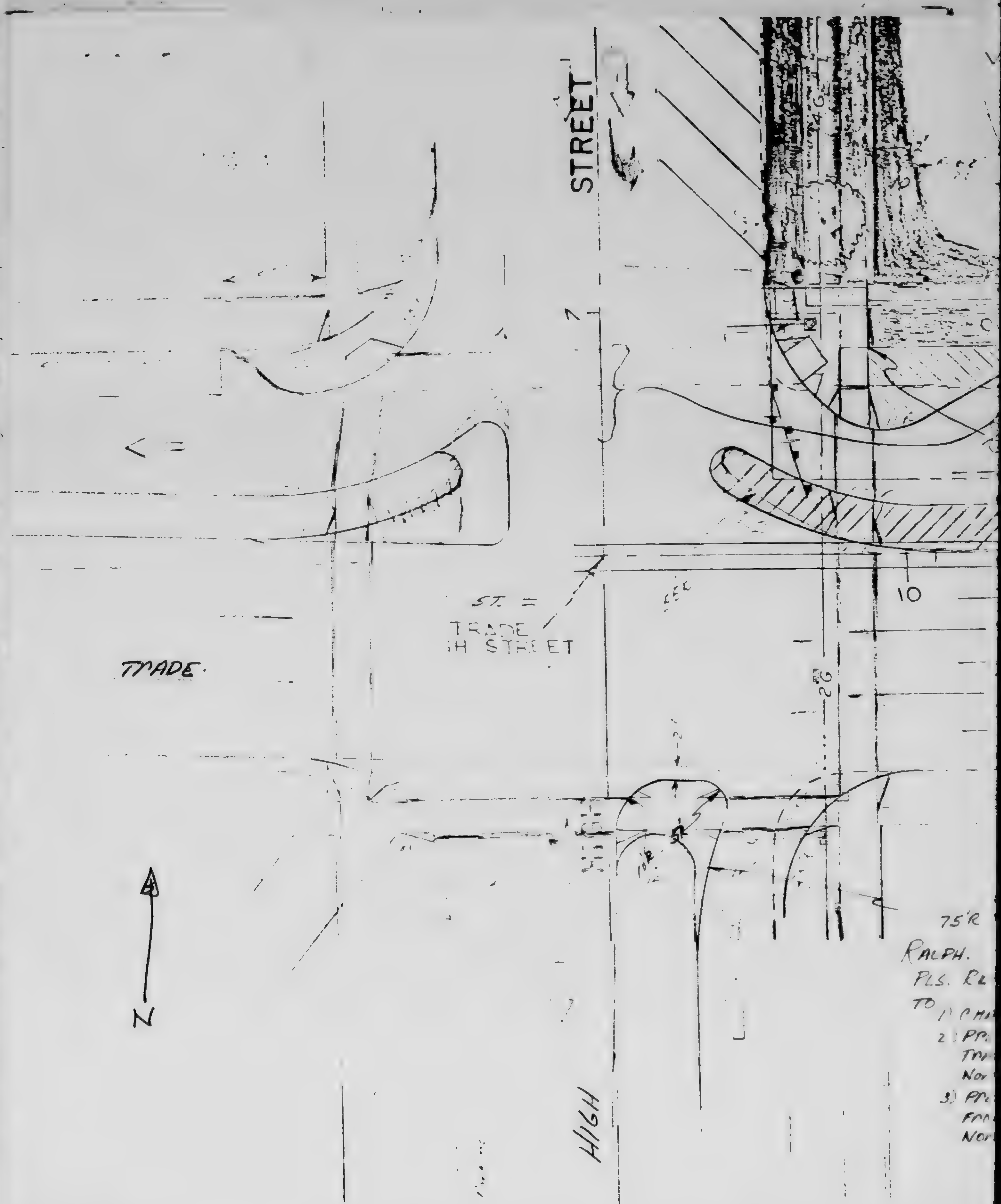
2 PREVENT SOUTHBOUND TRAFFIC FROM ENTERING NORTHBOUND LANE.
3) PREVENT TRADE ST. TRAFFIC FROM TURNING RIGHT INTO NORTHBOUND LANE.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cc Bud - George
Bill Crawford
E.S.H.
4-25-79

Background:

Presently, as many as 600 commuter vehicles utilize the free parking west of Front Street. This includes the temporary lots, the streets and other areas not intended for parking but where parking is not prohibited.

When the construction of the Front Street bypass begins, many of those free parking areas will be eliminated. When that happens, the employees who park in that area will either have to find other places to park or other ways to commute.

In an effort to obtain information that would be useful in helping solve the parking/commuting problems of the Front Street Parkers, copies of the attached questionnaire were distributed to 660 autos parked west of Front Street on March 23, 1979.

Of that 660, 200 or about 30% were completed and returned. Because this is such a substantial sample of the population surveyed, it is believed statistically safe to assume that the results fairly represent the attitudes, intentions, desires and opinions of that group of parkers.

Facts and Findings:

1. Employees of 62 different businesses answered. Largest number in any one business was 28, followed by a 14, an 11, an 8, and a 7. No other place of employment was mentioned on more than 5 forms.

2. Seventy-one percent of those responding work a shift that starts at 7:00 am or later and ends at 6:00 pm or earlier;well within regular bus or park and ride hours. Over 50% are in the general 8-5 category.

About 26% work a split shift or variable shift. About 4% are part timers but almost all of those are included in the 71% which start after 7:00 am and quit before 6:00 pm. Only 2½% have work hours that commence before 7:00 am. Only those reporting a split or variable shift worked later than 6:00 pm.

3. Eighty-two percent of the vehicles have only one occupant and 17% carry two.

4. The home addresses are spread randomly over the city and outlying communities.

5. Sixty-four percent had no idea where they would park if and when Front Street lots were closed, 17% would seek free parking further away, 6% would use paid parking such as Chemeketa Parkade, 4% would use alternate modes and 3% would seek employment elsewhere.

6. In response to question 6, on use of alternate modes of transportation, the responses were:

	YES	NO
Bus	41%	59%
Park & Ride	44%	56%
Carpool	28%	72%

Many of those who indicated "Yes" for Park & Ride also indicated "Yes" for bus and some indicated "Yes" for carpool as well. However, most who said Yes for carpool indicated "No" for bus or park & ride.

7. Sixty-five percent indicated a Yes to at least one of the alternate choices indicating a potential for change of mode by that amount. It should be noted that in many of these cases, bus or park & ride is now available but not being used. Comments indicate it will not be used as long as free parking can be found.

8. Thirty-five percent offered no comment on why they drive instead of using an alternate mode.

Irregular work hours were cited by 15% as the reason for not using an alternate mode. Some of these, who had late hours, feared for their safety but believed that they had no choice.

Fourteen percent said they used their car in their work and so had to drive.

Eleven percent indicated that they took children to a sitter before so had to use their own car.

Ten percent just simply say they prefer driving alone for convenience, privacy or independence.

Although the above indicates as much as 50% of the parkers either have a legitimate reason for driving or are strongly opposed to other modes, some of that 50% also indicated a willingness to use other means if it could meet their needs.

9. About thirty-five percent of those surveyed stated emphatically that the area should be retained for parking or substitute parking provided before it is eliminated.

About half of that amount thought the area should be developed into a nice landscaped parking lot for employees.

10. Nine percent were strongly opposed to another "park for winos, bums and derelicts" and are convinced that is all that would use it.

11. About 5% expressed the opinion that the city and the employers have treated the employees as second class citizens. They state that employee parking is as important as customer parking and point out that business cannot operate without employees.

Conclusion:

Additional cross classification of the data is still being accomplished to see if so doing will provide any additional insights. Pending further analysis, it appears that existing bus or park & ride would serve a high percentage of those now parking on Front Street if they chose to use it. Those who could not use the existing systems are so randomly scattered and have such diverse hours that it probably would be very cost ineffective to try to establish a system to serve them unless significant use came from personnel not reached by this survey.

cc Fred George
Bill Crawford

ESM
4-25-79

QUESTION 6 COMMENTS

I feel that if either bus or park & ride options are to be utilized, there needs to be good lighting and areas need to frequently be patrolled by police or other security measures.

Carry tools to and from work.

I need to use my car at various hours to pick up items for the restaurant.

I feel that the city has a responsibility to downtown employees as well as customers. It is a sad situation when employees are penalized for working in a downtown area. One of our waitresses was forced to quit because of the parking situation. Something has to be done about employee parking now! Before it's too late for Salem.

Would use park & ride now if there were mid-day buses.

I must use my car to go to client's homes.

It's rather difficult to use any of above when your children can be dropped at school no earlier than 8:00 am and you have to be there by 8:30 am. If I did not have to worry about children I would be more than willing to try any of the above.

I think downtown business area is okay the way it is. We don't need another park or "pretty" place in that area -- Downtown employees need this parking area.

Thank you for your concern for downtown working people.

Have to take child to day care center.

I really feel something should be done for us to use our own vehicle and be able to park during working hours.

I can't afford a parking space or $20 fines.

Have aged, ailing mother and have to leave work unexpectedly to help her.

The downtown merchants should start thinking about and providing parking for us that work in that area. The city and state provide free, or low cost parking for their employees, paid with our taxes!

There must be a better way to service the area of Wagon Village than by park & ride. As it is now, I must drive 6 blocks to park & ride and still face the inconvenience of not being able to stay in town late or travel to other parts of Salem after work and have the ability to find my way east beyond the commuter rush hours.

I have a 1 year old child I take to a babysitter. In case of an emergency I need my car. What would I do!

Car is needed for work.

I have to drive car to take disabled child to babysitters.

If parking is not available, I will seek employment where there is parking such as Lancaster Mall.

I have a son in day school. I have to have transportation in case of emergency.

I do delivery after work for about an hour. If you are planning to turn this area into a park, why not a useful one - give the tax payer a break. Cement or black-top this area for free city parking, build cement or brick planters for flowers and shrubs, add benches along the sidewalk so people can sit if they wish. You could build this attractive free parking area with the working downtown employees in mind. Most employee's take-home pay could not withstand a monthly $25.00 parking fee.

I need to use my van to load and unload hot dog carts.

Daily need immediate transportation.

I have child to deliver and pick up from child care center.

Please find alternatives before construction begins!

I have to be at work most mornings before the bus starts its runs.

We do not need parks along Front St. Will just bring more problems like Marion Square. Look what happened 3-23-79 - work more on eliminating some of our taxes instead of parking. Thank you - irritated tax payer.

I drive due to the fact I use my car for running errands on the way home from work.

Currently must get child to nursery school - bus or park & ride impractical.

Since the city is trying to discourage workers from using their own vehicles to the core area, all buses and parking should be absolutely free in the city. The bus schedules must be extended, i.e. 6 am to 10 pm or longer.

With 2 children I take to school and go directly to work from there, also pick up after school when I get off work.

What would be wrong with black-topping the river parking places, doing some nice landscaping in and around it and forget about creating another Marion Square area for the benefit of the bums?! You've got the space, why not utilize it where it will do the most good. Employees are also customers of downtown businesses.

What advantage other than looks this "Front St." construction has at the cost of losing employee parking. Without employees what chance does retail business have for increased customers?

Why make a park for winos? When they have come across from old Cap. Chev. Bldg. for freedom sake. Keep this parking area for all people.

You will drive us away from our downtown jobs. Make a greenway out of it and it will wind up an extension of wino park.

I need a car in our business - to go to jobs outside of studio, sometimes on a moments notice. It seems strange that to "help the business man" you are too often hobbling him - this time with not providing adequate parking within reasonable distance from place of business. Somehow the word Pres. Lincoln come through loud and clear, "the more a government does for its people, it does to its people."

We also need bus service for people who work late in the downtown area.

Would like to ride bus. The buses however don't run at night. We are not going to pay $25.00 a month to park at the Parkade.

I need my car at different times to make appointment. I am a salesman.

I work 2 jobs and need my car for transportation to and from.

You people are making it very hard for the downtown employees (especially the women) to keep our jobs. Do you think we enjoy walking 2 blocks after work in the dark to get to our jobs. Everyone is so worried about rape and murder and with shipping us all over town just to get to work and home you seem to be inviting it. It seems to me you would be very smart making parking lots for only downtown employees and having a small bus picking up these employees and taking them to their cars and making sure they are safely locked into their cars.

I think it would be very hard for out of town workers to find parking when you close this lot.

Working hours vary from day to day and morning mail pick-up and evening mail delivery.

Would consider quitting my job. I have to attend meetings during the work hours which require transportation to and from. I also have a small child at a day care center and have been called to come pick her up if she is ill.

If there was a good bike trail to downtown I'd ride my bike - even with a dress on.

I am a single parent of two children and if an emergency arose I don't want to have to worry how to take care of the situation of transportation.

As a shop owner, I think closing the present lots will be a great mistake and one that bus, park & ride and carpool will not remedy.

I use my van in the business and require its use occasionally. We are planning to move our business out of Salem due to the parking and other problems.

I use my car in auditing of business in the field.

Carpooling would be hard with my schedule.

I work such different hours its hard to carpool.

I carry my lunch and the coffee shop wants only paying customers. I would feel trapped if I couldn't get out at noon.

I have irregular business hours that can differ from each business day.

If I didn't have to take daughter to pre-school, I could ride a bus, but I'd rather not have to wait for 2 different buses to go to work.

At the present time I need to drive as I take a son to school. If you are held up at work the last bus has departed and then I have to call on someone.

Can't carpool because I need my car for work and my hours vary.

I get off at six and I can't ride the bus home because it doesn't run that late.

Would prefer to have car available because of children.

Provide a reserved parking area and a permit system for employees who have to work after the buses stop running.

It is necessary to use my car during the day to call on clients.

I don't always come and go at regular times.

My job requires that I periodically use my car to inspect property in Salem. Thus I must have my own form of transportation all the time.

I take my 4 yr. old son to my mother's house in the morning.

I would rather have Front St. and these parking lots left as is.

Bus takes longer to get home than car - 45 min. vs. 15.

Difficult to make other arrangements because of child care.

Sometimes I have to work until after 6:15 which is when the last bus leaves which is why I usually drive.

We make calls to other shops in the city and deliveries.

I prefer to drive myself because I work irregular hours sometimes.

My line of work sometimes require that I have transportation.

I think that another parking lot is going to have to be built.

I own a retail shop and must have car available for errands.

Does the Front St. parking have to be taken away and if so isn't there any way to have other parking areas downtown?

Who can afford to pay $25 a month?

My hours make it difficult for me to carpool. My work is seasonal and involves approximately 5 mos. I am a widow, 59 years old, and must work to support myself. Walking a long distance to work would surely effect a hardship on me for sure.

You can't expect the other people to take your baby to sitters and pick them up.

If there were a park & ride from West Salem area - The Hamman stage lines leave Salem at 5:15 - too early for many Dallas and Monmouth area workers.

With emergencies of small children it's impossible for me to ride bus and not have my car.

I need my car during the day in my work.

Often need car during working hours for business.

Keep Water/Front parking.

I never know when I will have to work overtime, so I don't know when I will have to come in early or leave late.

Get a park & ride in West Salem.

I come in town and drop my 4 yr. old off at Salem Christian Day School on Market St. That's why I can't take park & ride and I work some long hours.

This is a florist delivery rig and needed close by at all times. For us to maintain doing business in Salem, we must provide delivery service.

This is our 2nd delivery station wagon for use in our flower shop. We don't have a place to park downtown but need to have our delivery rigs nearby to insure flower delivery.

I occasionally take the children to the sitters so a carpool wouldn't be practical. Bus schedules are inconvenient.

Have a child I take to babysitter, starting in Sept., 2 days to nursery school, 3 days to babysitter on other side of town.

Living out of town, having only one car, and with my husband working irregular hours, there is no way I could use any of your alternatives.

I think employees downtown are not being given adequate consideration for parking considering the number of people employed downtown who have odd hours.

Would prefer driving my own car to work so I could shop after work or stay uptown if necessary.

Provide more parking. Not having the use of my car is very inconvenient.

You'll never get the majority of people to use mass transit until expenses, (yes - parking, etc.) are prohibitive enough to out weigh the inconvenience and loss of personal freedom that goes with a person's own car.

Why not use the space for parking instead of using it for another park for the winos? They have one already.

I prefer to drive my own car, and will continue to do so until it is made against the law or something like that!

Why does a park have to be built instead of free parking when the only people already going to the Marion St. Park are bums, etc.? We need parking - why penalize someone for owning a car?

Employee parking is just as important as shopper's parking. No employee, no shoppers. Most employees cannot afford paid parking.

As I understand it the Front St. Construction consists of a park, recreation type area. My opinion is that it would be a waste of money as parking is at such a premium in Salem and the space is needed. But it would also end up being another hangout for the winos and the city doesn't need that added expense of cleaning up and maintaining after them.

Besides, people need a place to park worse than the drunks need a place to sleep. Why can't you make it a nicer looking parking lot instead of a park we don't need and no one would use as much as we would the parking lot.

Something certainly needs to be done about parking for employees. It looks like everyone else has been thought about at our expense. There is a lot of resentment among employees about this. Looks like plenty of free parking for shoppers but there won't be any employees to keep the town open.

More of a benefit to have a nice parking park rather than a regular riverside park used only by derelicts and undesirables much as Marion Park.

Without the employees you wouldn't have the people to run the business, so I think they should be taken care of also!

I feel the city should provide parking for the downtown workers. It is very difficult for a single parent to ride the bus when there are doctor appointments, sickness and emergencies. We, the working people, are what make the city operate. We need parking facilities just as the shoppers.

I think it's outlandish that workers are treated as second class citizens. We pay the taxes. And vote. As it is we have to park in a mudhole.

The city has done very well for its own employees - at tax payer expense, of course, the very least you could do is leave this space for people who have to work downtown to earn the money to pay your salaries.

I think they should make more parking lots instead of buildings. Where do they plan on putting the cars once they have all the space taken up.

Present parking area should be made into a landscaped parking area for employees - are vital to your downtown.

Quite frankly, I think the idea of a park in this area at this time is a crock of shit. While you are building a park in which the hobos may sleep, do not forget the people who are working for wages and paying payroll taxes.

If the publics needs are so important, I do not think the city should be so interested in doing away what few parking spaces there are and turning them into a park. If a poll was taken on it for the public, I wonder which they would be in favor of.

I would sincerely like to know who is going to benefit by a park on Front St. Where are you going to place six blocks of vehicles who now park in this area?

FRONT [illegible]REET BYPASS - PRINGLE CREEK PA[illegible]AY

Steering Committee

Agenda: 25

Meeting Date: Wednesday, April 25, 1979

Time: 8:30 - 10:00 A.M.

Place: Public Works Conference Room 325
Salem City Hall

NOTED
E. S. HUNTER

I. Front Street ByPass System Status

Environmental Impact Statement — Dick Knowles
Indirect Source Permit DEQ — Ralph Lambert

A. Front Street ByPass Division to Trade Section Status

Southbound Front Street to Marion Bridge On-Ramp: — Ralph Lambert
See attached Letter Bill Cranford to Ralph Lambert
4-12-79
See attached Letter Bill Cranford to Lew Garrison
4-6-79
See revised map attached (City Map)

Vote to forget Ramp
Proceed as planned.

Agreements:
BNRR - City Agreement Status — City to advise of ICC requirements for construction — Jim Walker as the permit expires in Dec.
Boise Cascade - City Agreement Status July 1 closing — Jim Walker

Front Street Bypass Street Plans Status by test for — Duane Christensen
Front Street Bypass Railroad Plans Status fencing and — Duane Christensen
Removal of Parking Lots West Side of Front Street in [illegible] — Jim Walker
User Origin - Destination Survey

P.U.C. Crossing Applications — Ralph Lambert

Real Estate Acquisition: — Ralph Lambert/Larry Glassock
Acquisitions to go Boise, SPRR, Woodmansee

Pence ET AL

St. Vacations: Trade, Alley Block 46
Front, State, Alley Block 63
Chemeketa, Alley Block 61
Alley Block 60

BNRR Right of Way
Remnant Parcels for Resale

RECEIVED
TECHNICAL SERVICES
APR 23'79

B. Ferry - Trade Couplet Status

Plan Status — Duane Christensen

City to have info
meeting w/ prop owners.

Construction Project Request — Ralph Lambert

C. N. Liberty - Commercial Couplet Status

Plan Status — Ralph Lambert

Construction Project Request — Ralph Lambert

II. Next Meeting May 23rd 8:30 AM.

RWL/jc

cc: Robert Briscoe, Chairman
B.T. Van Wormer
Ed Hunter, OSHD
Ralph Lambert
Richard Armstrong
William Juza
Dave De Martino
Robert Maxey
Jeanne Giordano
Jim Walker
Larry Glassock
Don MacFadden
Doug VanDyke
Lou McNicoll
Duane Christensen. OSHD
Bud George, ODOT
Bill Cranford, ODOT
Phil Stearns, OSHD
Donald Still, PUC
Dick Knowles, COG

ROBERT W STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 12, 1979

Mr. Ralph Lambert
Project Engineer
Salem City Hall
555 Liberty Street S.E.
Salem, OR 97301

Dear Ralph:

Your note of April 3, 1979, asked for comments on certain items in the Front Street Bypass-Pringle Creek Parkway Steering Committee No. 24 (copy attached). The items indicated were 1. A. 4, 6, 7, 8 and 9. Question 1. A. 4 will be addressed after Question 1. A. 8.

Question 1. A. 6 concerns routing "all SB Commercial Street downtown destined traffic on Front Street Bypass at Division Street". Traffic would enter the CBD via Court Street. You also asked for impacts on Commercial Street property and on traffic going EB on Center Street.

It is my understanding that the "build" EIS traffic assignments were (depending on location) from 26,000 to 51,000 vehicles per day on Front Street and from 8,000 to 16,000 on Commercial. These forecasts were based on the assumption that some combination of traffic deterrents would be placed on Commercial that would force the traffic to make the route change. However, the measures to cause this were never defined.

Short of blockading Commercial at Court, or preventing traffic from continuing on Commercial at the Division Diagonal I know of no way to "route" traffic via Front and Court. Signing won't be materially effective. If it can be assumed that through traffic will be permitted on Commercial, it will take deterrents to move it to Front. Each added deterrent to traffic on Commercial would cause an additional incremental shift of traffic to Front, up to the point where conditions on Front are less tolerable to the motorist than on Commerical. It appears that any evaluation of the effectiveness of future traffic diversions would be very subjective; I don't know of any accepted techniques to make such an evaluation.

Obviously, the Commercial Street traffic destined for eastbound on Center would be affected adversely. Motorists would tend to try to avoid the out of direction travel. In choosing other routes, motorists could cause unexpected adverse impacts at other intersections.

Mr. Ralph Lambert
Page two
April 12, 1979

As for impacts on property, it would seem that citizen committees and downtown merchants groups could better comment than I. However, motorists would have substantial difficulty in attempting to reach destinations on Commercial north of Court. Furthermore, any "circling" approach to get there would result in higher volumes on the additional streets used. It would seem desirable to weigh the relative merits of diverting traffic from one facility to another with the additional vehicle miles, air pollution and loss of time that results from the longer route. Again, such an evaluation would be largely subjective; I don't know of any really objective way to do this.

Your Question 1. A. 7 asked for analysis of the Division and Commercial intersection as now designed. We did not make the traffic forecasts for the Front Street Bypass. At this time, I am not able to provide the desired information.

Your Question 1. A. 8 concerns impacts of a proposed southbound Front Street to Marion Bridge ramp. By copy of my April 6, 1979 letter to Lew Garrison you are aware of our analysis of the proposal. Of the several problems, the weave problems seem to be the control. During peak hours, a three lane bridge would produce close to an impossible weave, no matter how much distance was available.

A four lane bridge would be somewhat better. However, 3,700 feet of weave distance is needed, but only 1,500 feet are available; clearly an unsatisfactory situation. I would recommend that the ramp not be built.

If it is built, your question 1. A. 4 askes if 3 lanes will be needed SB on Front. The answer is yes.

Your Question 1. A. 9 concerns various alternatives on downtown traffic. Other than the proposed ramp mentioned in the previous question, the Urban Studies Unit is not aware of other alternatives. We are studying the Marion and Center Street Bridge projects. We also are making tests and a hand traffic assignment of the CBC that could serve as a basis for the future study of alternatives. However, we are not studying other CBD alternatives at this time. I am sending you a copy of a letter to Doug Van Dyke that sheds additional light on the status of our analysis capabilities.

Sincerely,

Bill Cranford

W. L. Cranford
Urban Studies Supervisor

WLC:dpy

cc: Richard Knowles, M-WVCOG
Doug Van Dyke

ROBERT W STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
APR 9 1979
City of Salem Public Works

April 6, 1979

Mr. Lewis H. Garrison, P.E.
Assistant Traffic Engineer
Salem City Hall
555 Liberty St. S.E.
Salem, Oregon 97301

Dear Lew:

Your letter of March 9, 1979 asked for the Year 2000 forecasted traffic volume for the right turn southbound on Commercial onto the Marion Street Bridge.

We are currently making a Year 2000 hand adjusted traffic assignment for the CBD area based on the Comprehensive Plan population distributions. When this work is completed, we will be better able to answer such questions. I think that many people fail to realize that an adequate analysis has never been done. The traffic forecasts for the Front Street Bypass were made by others, presumably based on raw computer output. Computer analysis is an excellent tool, but must be reviewed and perhaps adjusted by experienced analysts to provide usable results. We are working to rectify this problem as fast we can.

Between 10,000 and 15,000 vehicles should make the turn in question in the Year 2000. The extent to which the Salem Parkway will actually relieve the Capitol-Summer Couplet is a major reason for the 10,000 to 15,000 range. At this time, your estimate of 11,250 is as good as any.

Enclosed is a ramp investigation drawing from our Design Section for a proposed north to south on-ramp to the Marion Bridge. The seven and one half percent grade is not desirable; heavy trucks would move very slowly. Of perhaps greater concern would be that for a three lane bridge only one through lane would be available for traffic from the east on Marion Street. Based on 45,000 daily crossings, one lane is not enough; backups would occur down stream at almost any hour of the day. Gaps between vehicles would be virtually nonexistent and lane changes (weaving) nearly impossible.

Operation of a four lane bridge with the two on-ramps would be better than a three lane bridge, but weave problems would still exist. Calculations show that 3,700 feet of weave distance would be needed. Only about 1,500 feet are available. Motorists entering by the ramp and bound for Dallas would have a difficult time moving to one of the two left lanes.

I am sorry we couldn't respond sooner. Our two best analysts who were familiar with the situation were both on vacation.

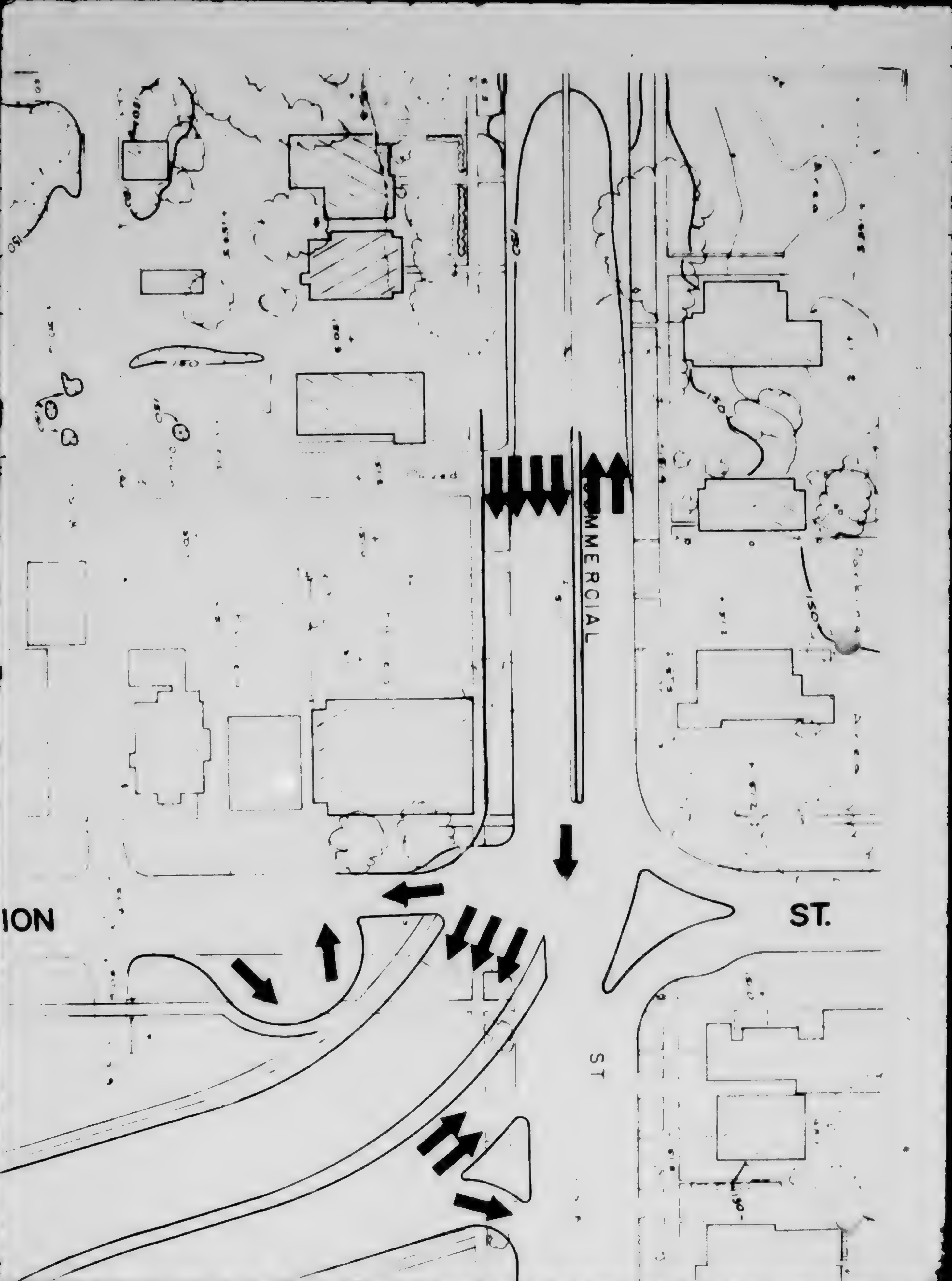
Sincerely,

Bill

W. L. Cranford
Urban Studies Supervisor

WLC:dpy

cc: Ralph W. Lambert, City of Salem
Richard L. Knowles, M-WVCOG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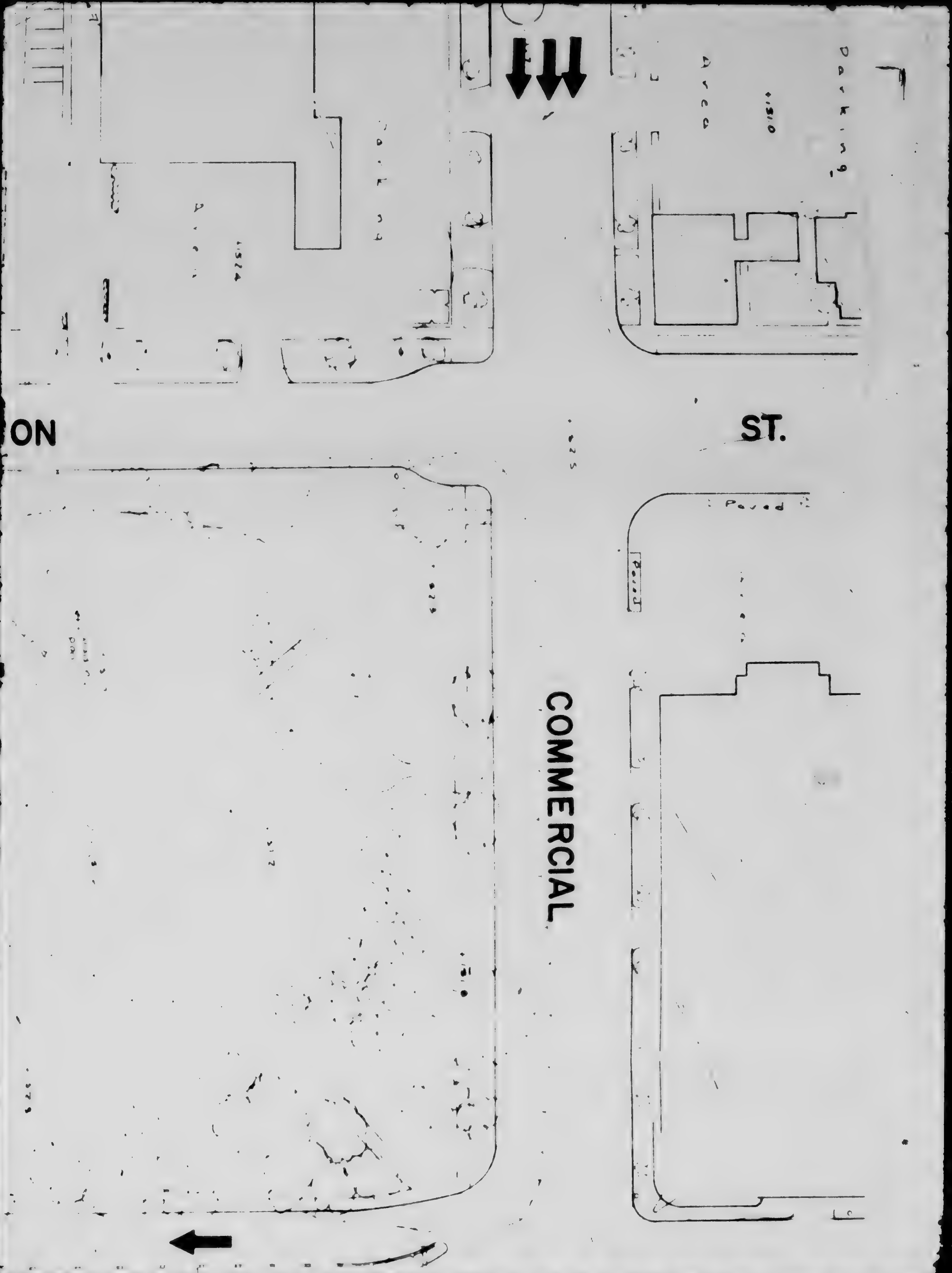
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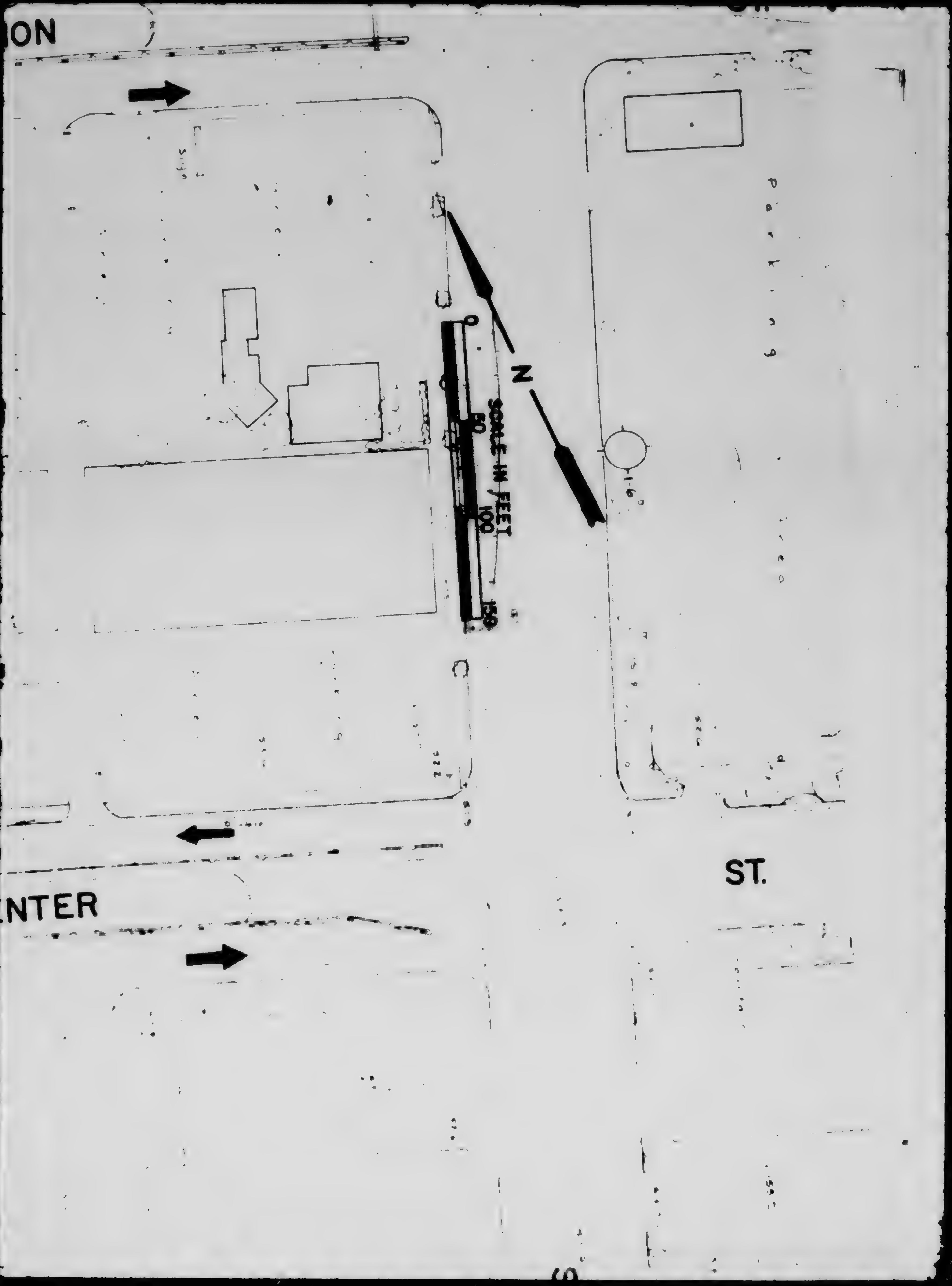
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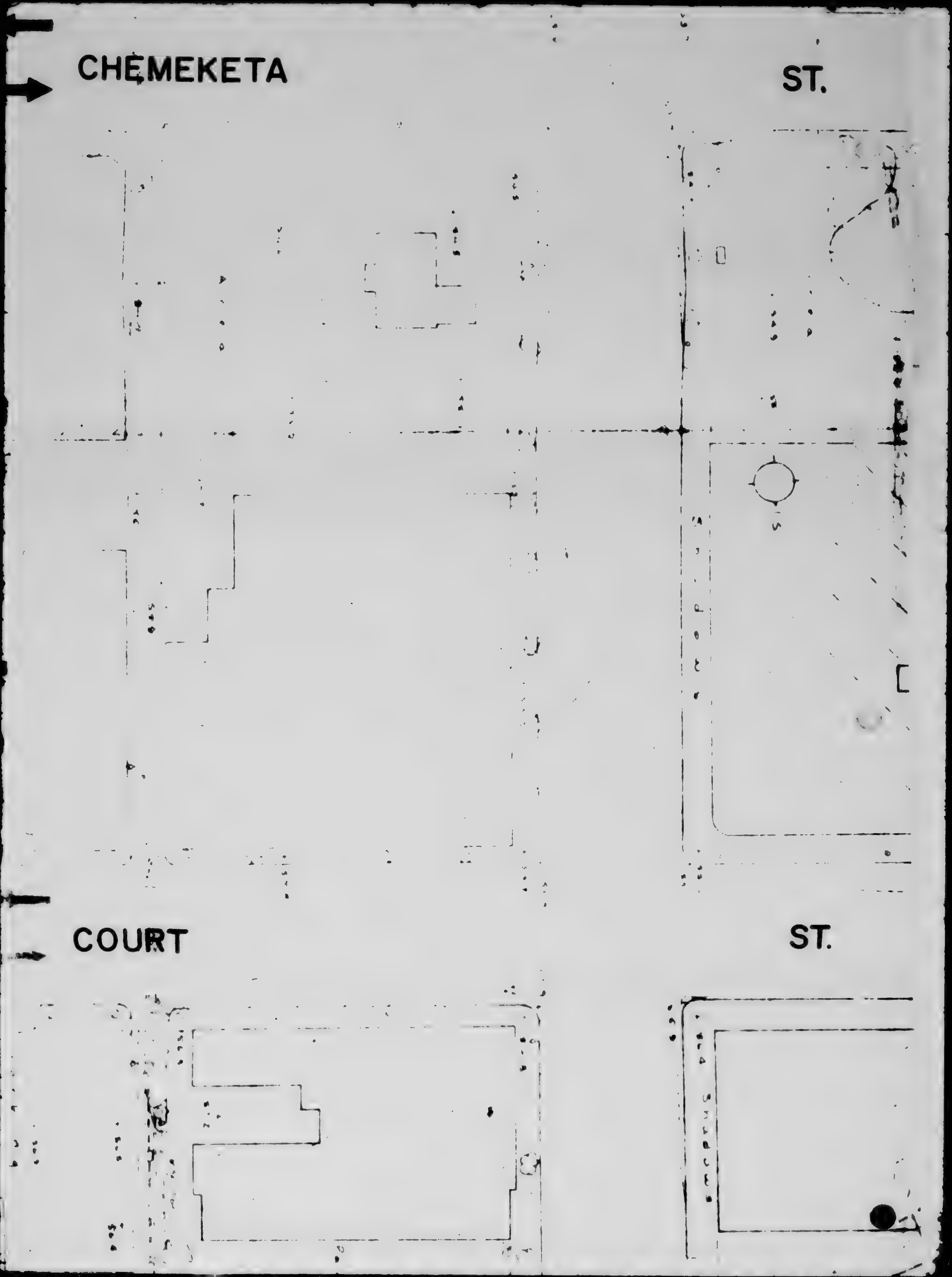
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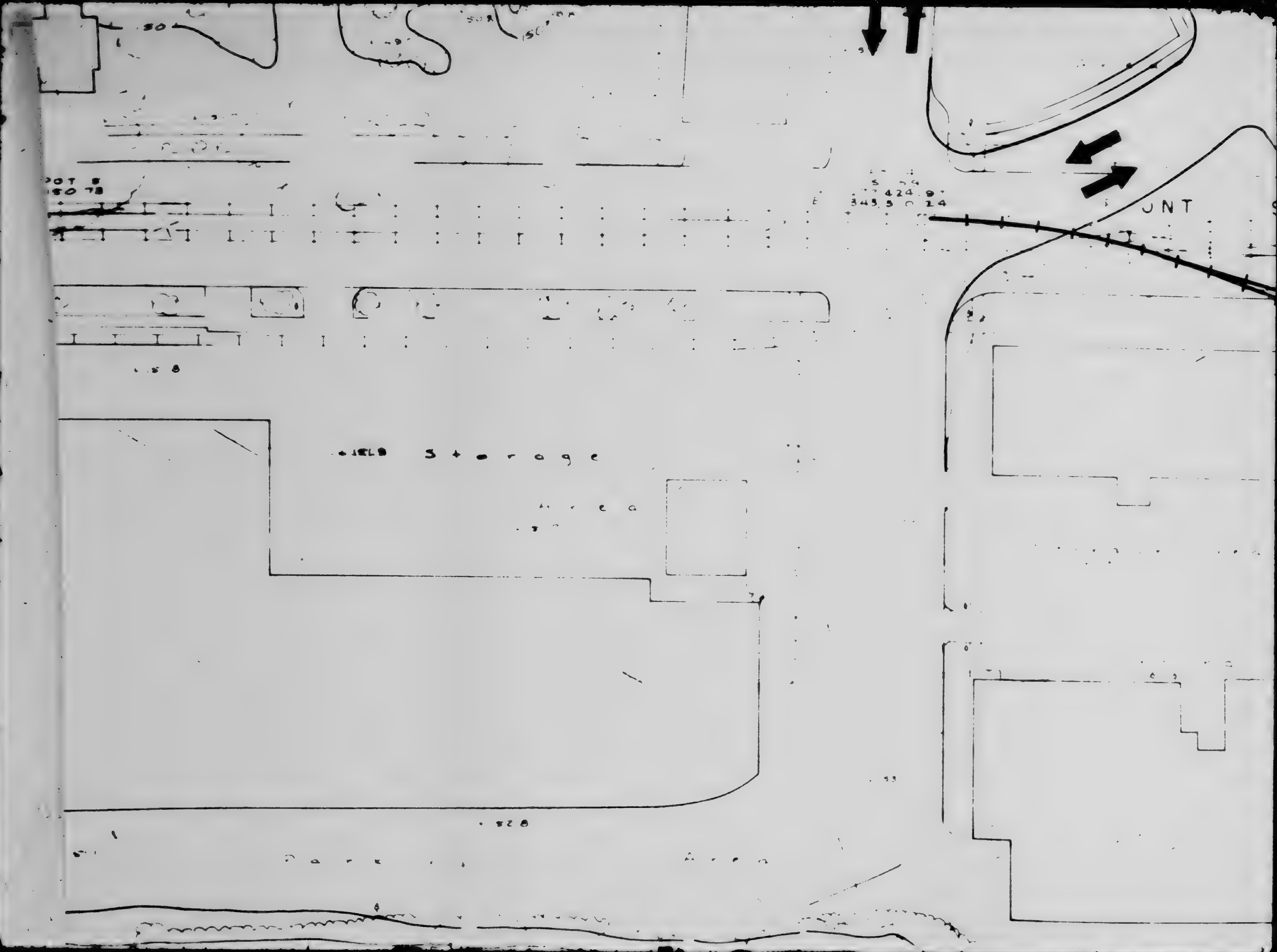
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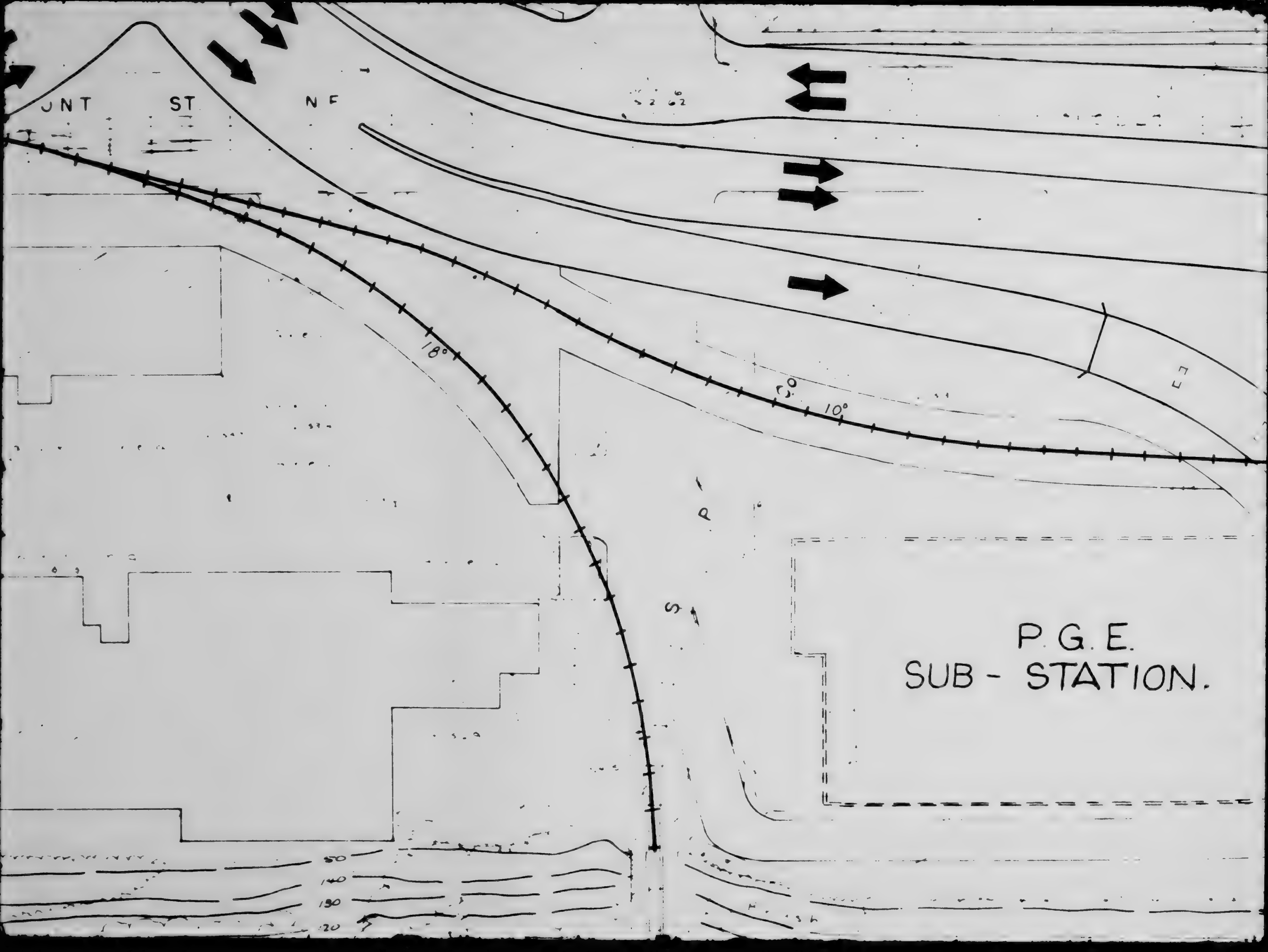
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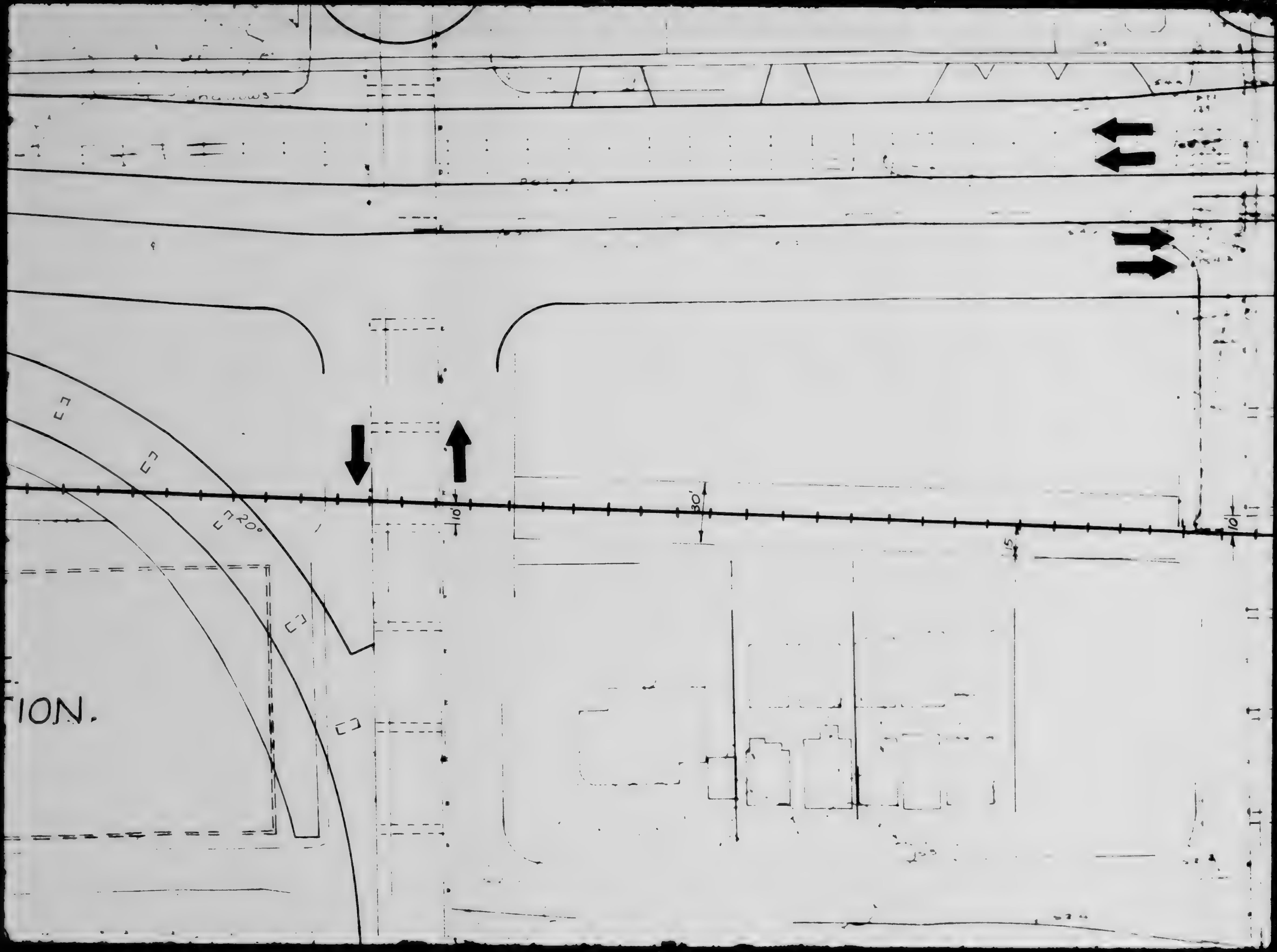
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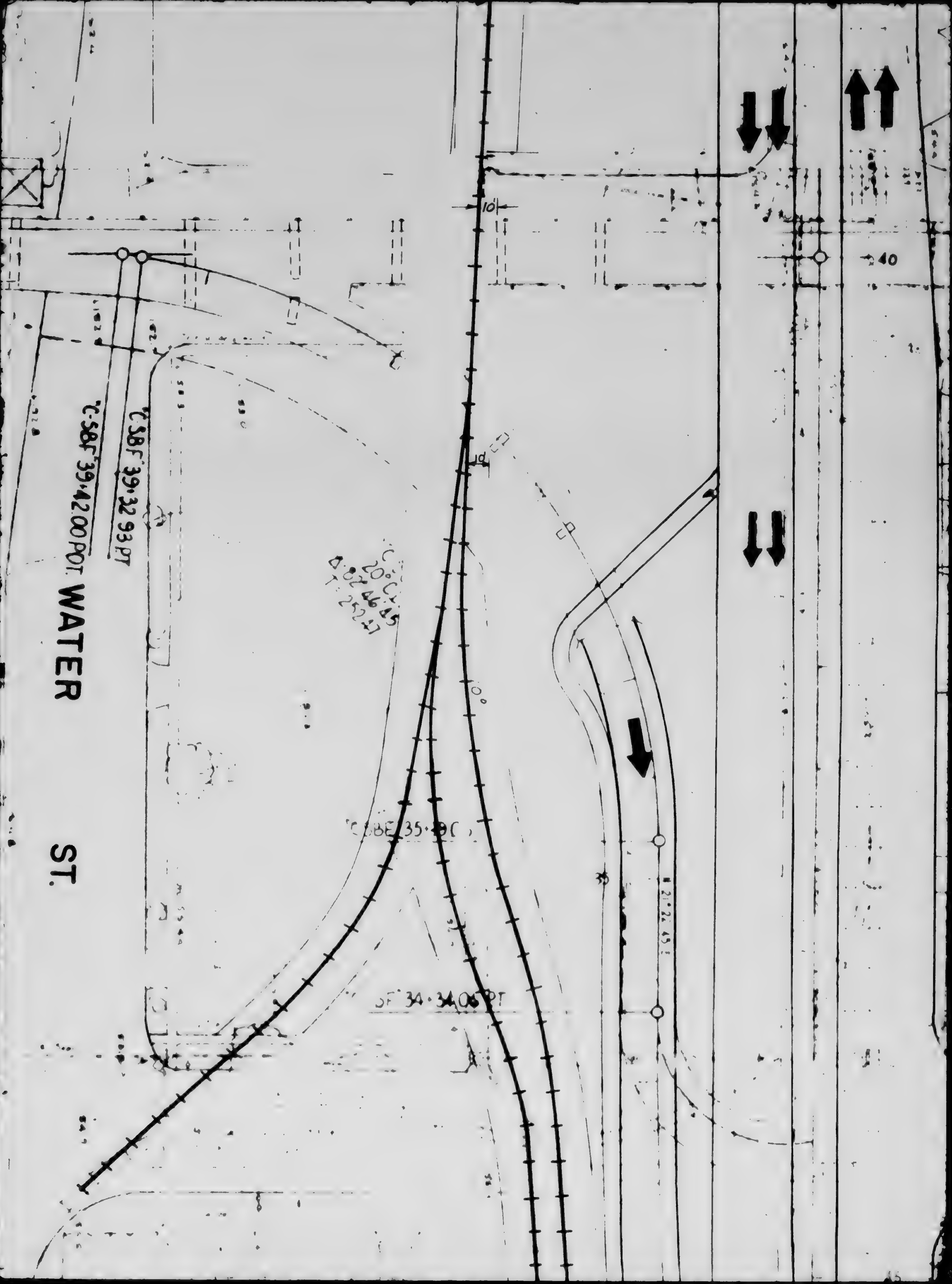
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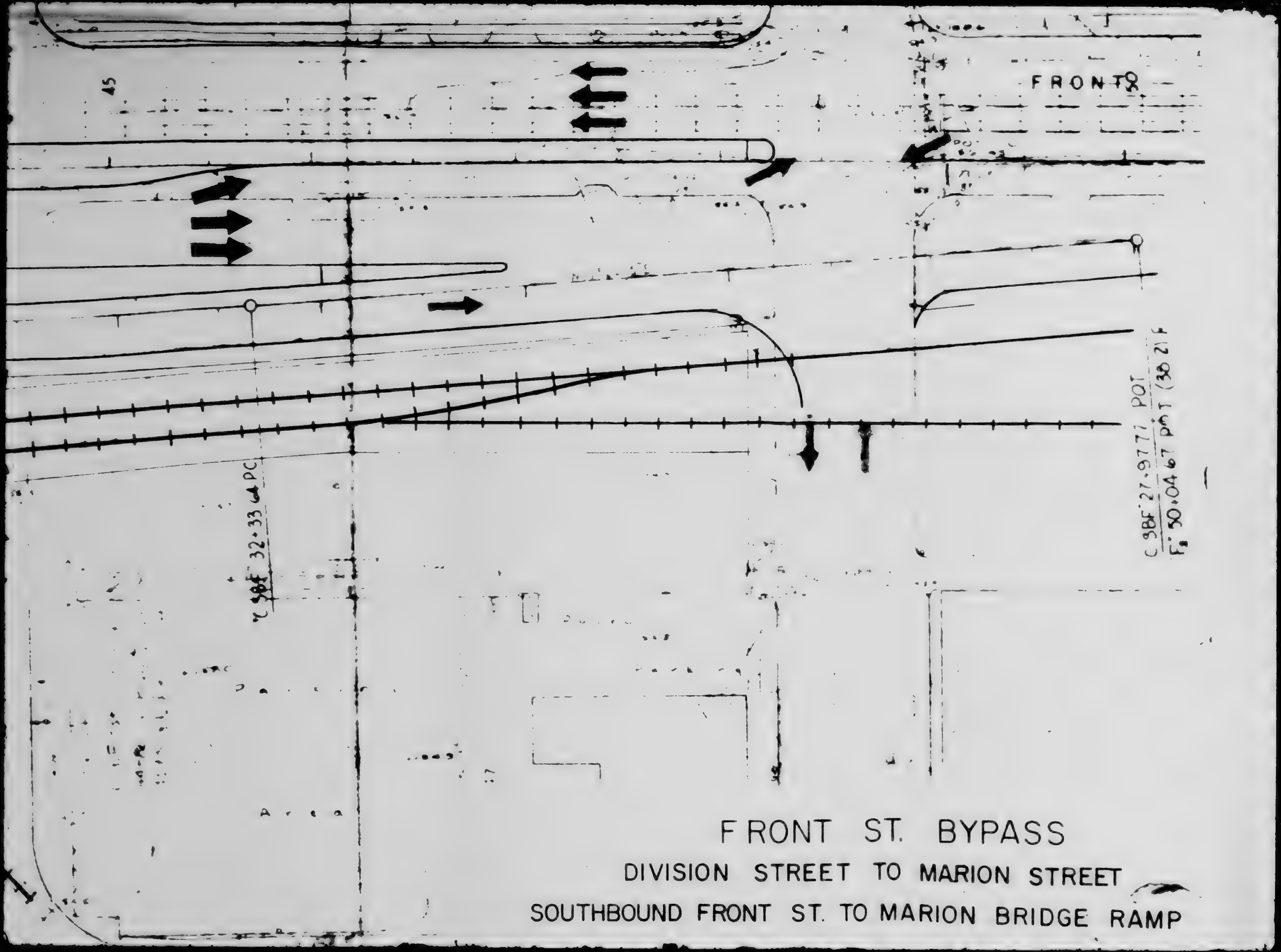
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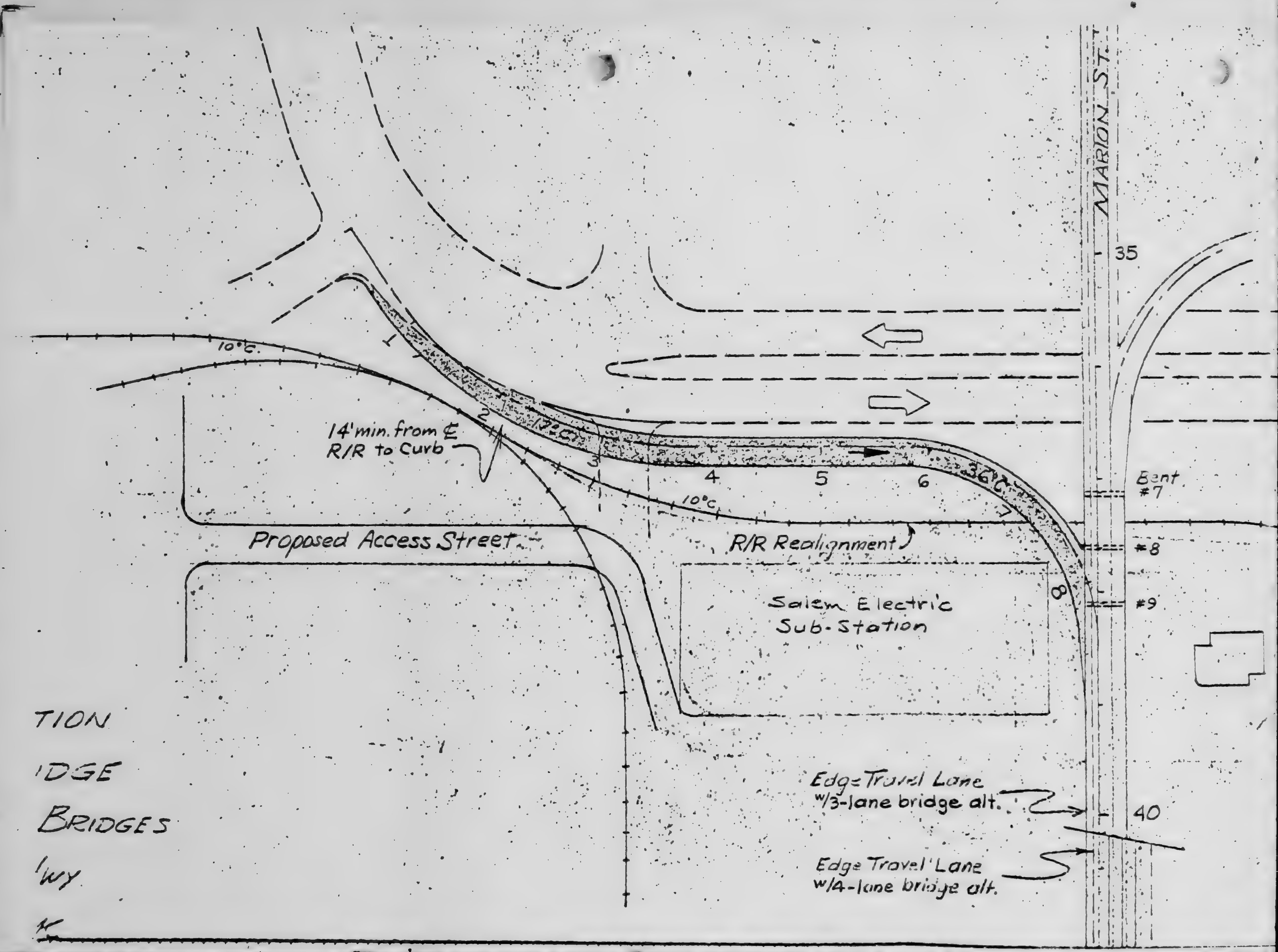
FRONT ST. BYPASS
DIVISION STREET TO MARION STREET
SOUTHBOUND FRONT ST. TO MARION BRIDGE RAMP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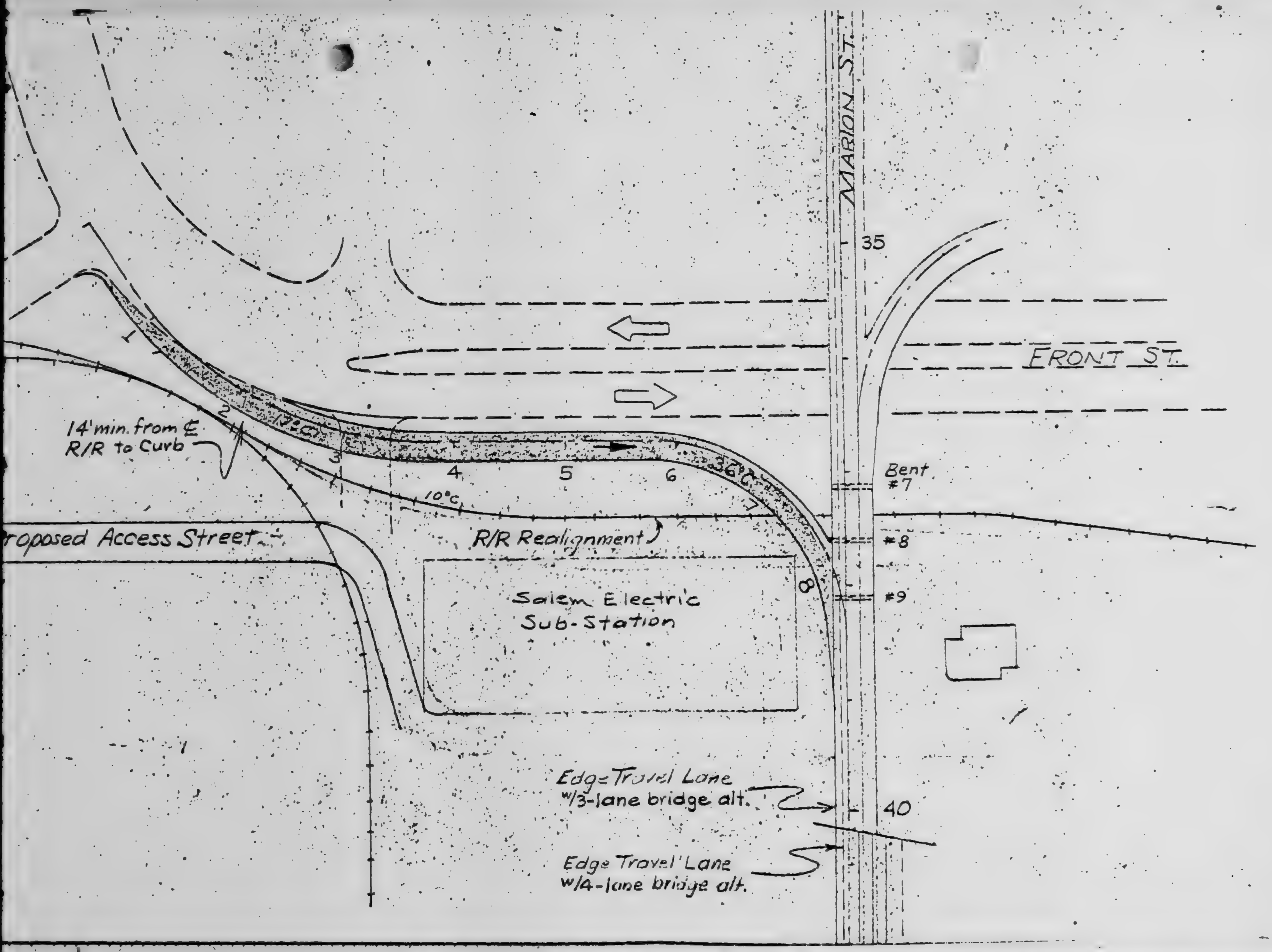
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R/R Realignment
Salem Electric Sub-Station
Edge Travel Lane w/3-lane bridge alt.
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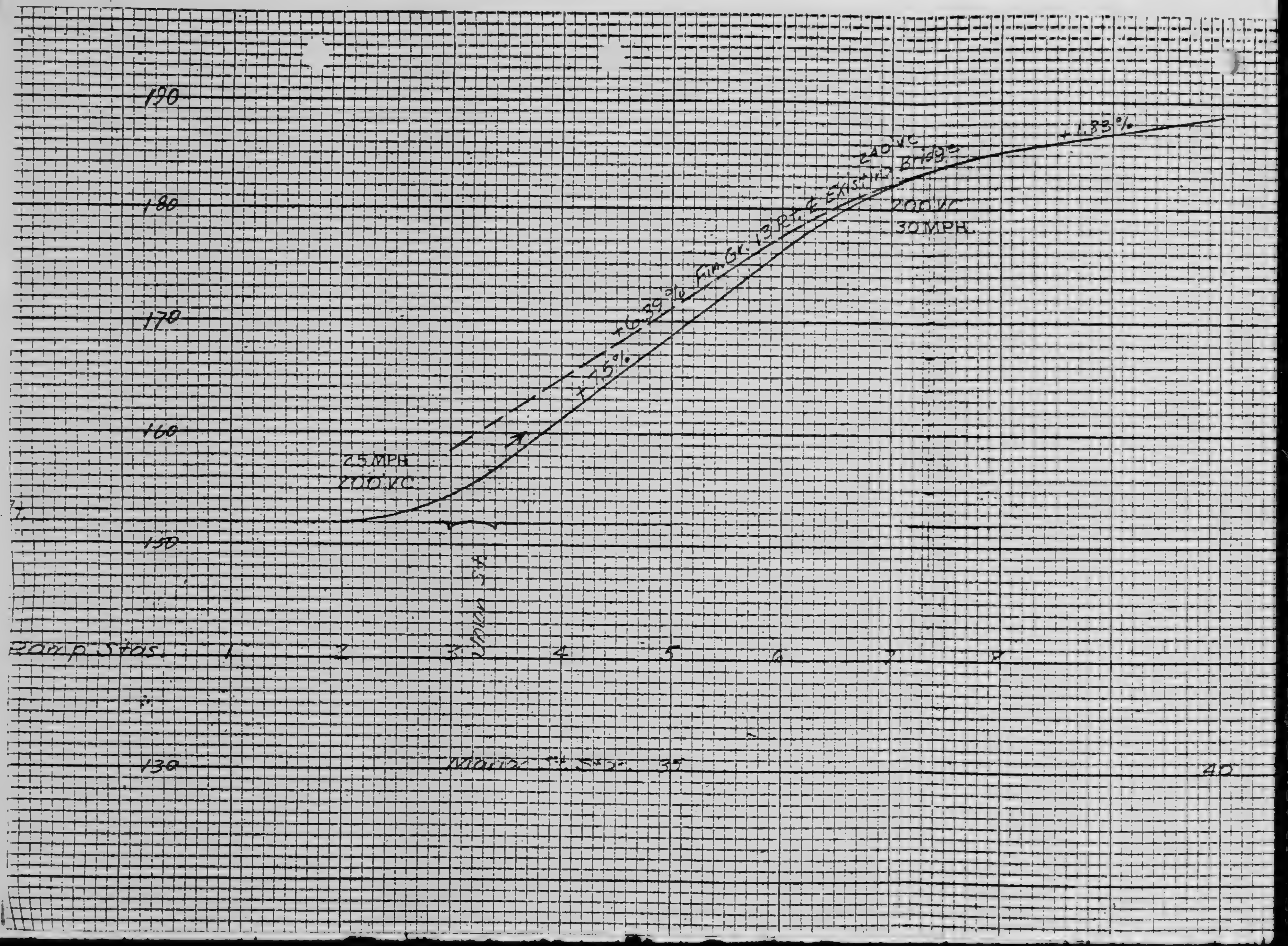
Edge Travel Lane w/4-lane bridge alt.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30MPH.
+7.5%
25MPH
200'VC
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Ramp Stas.
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Main St. Stas.
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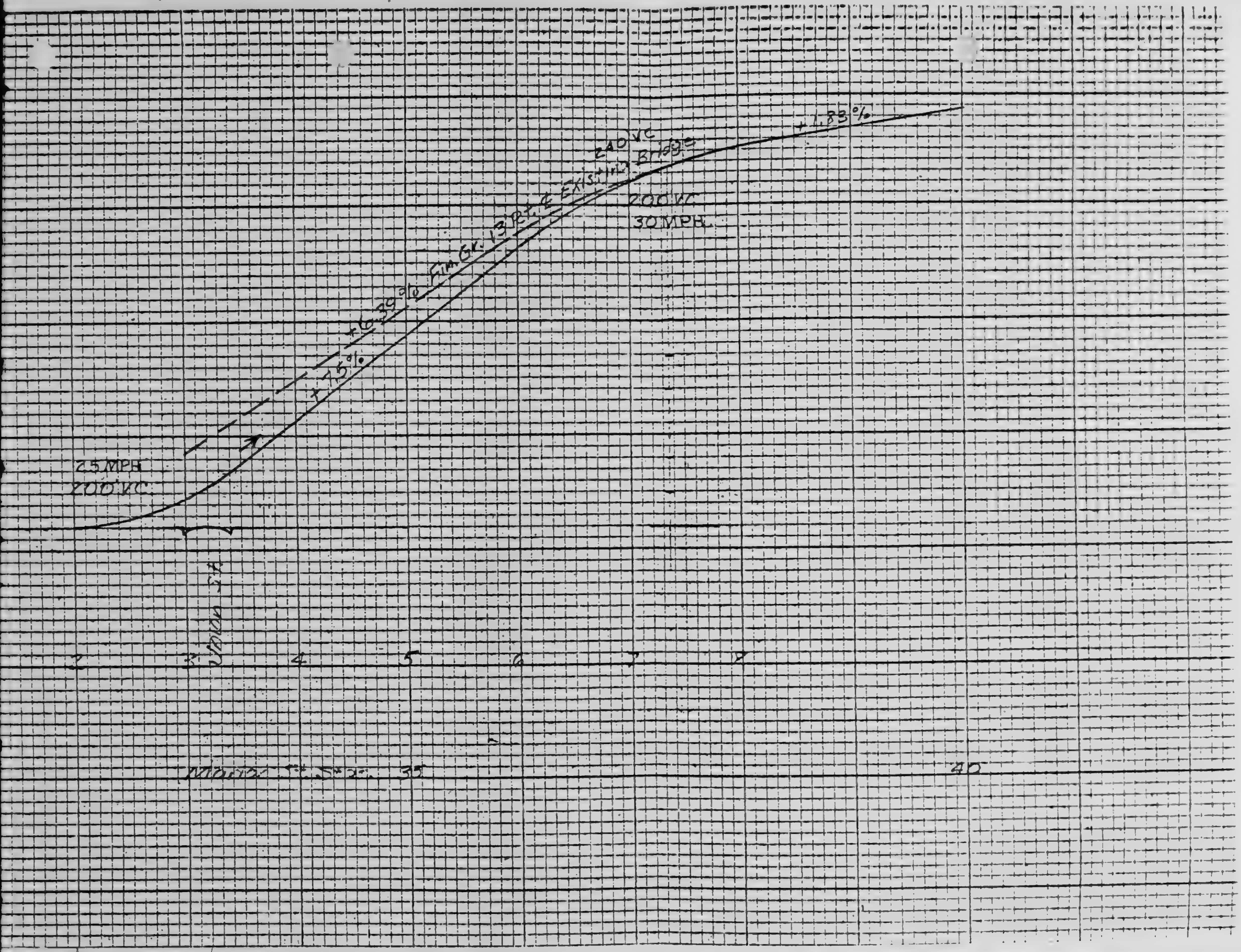
25 MPH
200' VC
Union St.
+ 7.5%
+ 6.39% Fin. Gr. 13 Rt. & Existing Bridge
240' VC
200' VC
30 MPH
+ 1.83%
2
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Main St. Sta. 35
40

FRONT STREET BYPASS-PRINGLE CREEK PARKWAY

Steering Committee

RECEIVED
TECHNICAL SERVICES
MAY 4 79
REFER TO
FOR

MINUTES No.: 25

By: Ralph W. Lambert, Secretary, April 25, 1979

Meeting Date: April 25, 1979

Time: 8:30 - 10:00 a.m.

Place: Public Works Conference Room 325
Salem City Hall

Attendance: Robert Briscoe, Chairman; B.T. Van Wormer; Ed Hunter; Ralph Lambert; Dave DeMartino; Jim Walker; Larry Glassock; Doug Van Dyke; Hal Versteeg; Bill Cole; Dick Knowles; Byron Meadows; John Ingraham.

I. Front Street Bypass System Status — Dick Knowles/Gary Potter

Environmental Impact Statement

Final EIS to go to FHWA for Approval within next week. Major handle will be obtaining legal sufficiency approval from Jim Zotter FHWA Assistant Region Counsel. Critical areas will be noise at Marion Square Park, and Section 106 Historic Preservation. FHWA expected to take 60 days ±.

Indirect Source Permit DEQ — Ralph Lambert

Nothing started yet.
Need to do ASAP.
Coordinate with Gary Potter.

A. Front Street ByPass Division to Trade Status

Southbound Front Street to Marion Bridge On-Ramp (SBF-M Ramp) — Ralph Lambert

See attached summary of Ramp.

B.T. Van Wormer motion:
As result of 6 weeks of studies, move that Steering Committee recommend that we proceed with Front Street Bypass and Railroad Relocation as originally conceived,discarding SBF-M Ramp.

Ed Hunter seconded.
Motion Passed 3-0.

Agreements

BNRR - City Agreement Status — Jim Walker

Seattle BN has promised City a Final Copy this week.

Boise Cascade - City Agreement Status — Jim Walker

City to have final draft from Boise 5-1-79
Close right-of-way 7-1-79
City trying to retain use of parking lot east of Container Plant during Front Street

Agreements (Cont'd)

Construction, if liability problems can be resolved.

Front Street ByPass Street Plans Status   Bill Cole
Street and Structures completed.
Signals to be completed end of May 1979.
Illumination to be completed July 1979.

Plans will be ready for December 1979 Bid letting if Right-of-way, LIS, etc. are clear.

Front Street ByPass Railroad Plan Status   Bill Cole
Plans still at OSHD Region (Dick Nelson)
To be into Final Design by 8-1-79

Removal of Parking Lots West Side of Front Street   Jim Walker

Now 360 Spaces off street
Will be 250 Spaces off street

Minimal cost in graveling new lot on north side Center Street Bridge, bumper logs, signing.

Fence all pedestrian crossings to Court Street.
FHWA participate in fencing? Probably not.
City needs to follow up on pedestrian crossing protection at Court Street during construction.
Police Officer at peak hours?
A traffic signal at Court Street during construction would need to be adjusted 3 ± times as stages of construction detour traffic.

User Origin - Destination Survey   John Ingraham
See attached reports (distributed at meeting).
In summary:
660 questionaires distributed 3-23-79
200 questionaires returned = 30%

Mr. Ingrahams conclusion, in part:

> "....it appears that existing bus or park & ride would serve a high percentage of those now parking on Front Street if they chose to use it. Those who could not use the existing systems are so randomly scattered and have such diverse hours that it probably would be very cost ineffective to try to establish a system to serve them unless significant use came from personnel not reached by this survey."

P.U.C. Crossing Applications   Ralph Lambert
Nothing started yet.
Now that SBF - M Ramp resolved, can prepare P.U.C. Applications.

Real Estate Acquisition   Ralph Lambert
Numerous legal descriptions in progress.
Will be another month + before completed.

SPRR Acquisition — Larry Glassock

SP is reluctant to convey property to City until new track operating.
City must have title prior to Bid.
Glassock wrote letter to SPRR 4-18-79 suggesting City acquire SP land and reserve the right to SP to use existing tracks until new trackage completed and in operation. (Per Glassock following meeting, SP Real Estate has no objection, forwarded to SP upper management)

ICC Finance Docket 28839 appears to require track relocation completed by 12-27-79. Current Schedule is to bid December 1979 ±.
Glassock on 4-18-79 requested clarification of this 12-27-79 date from SPRR. (Per Glassock after meeting, SP legal counsel looking into).

B. Ferry - Trade Couplet Status
Roadway plans done per Bill Cole
Traffic Signals - City to do.

Construction project request — Ralph Lambert
Not Started yet.
Need to work with Doug Van Dyke on signal portion (separate contract?).

Need information to property owners. Lambert to handle.

C. N. Liberty - Commercial Couplet Status
Plans — Ralph Lambert
In progress

Construction Project Request — Ralph Lambert
Not Started Yet.

D. Update to Development Board.
Jim Walker to handle.

E. Update to City Manager and Council.
Approximately 1 month from now. Lambert to do.

II. Next Meeting
Wednesday May 23, 1979
8:30 - 10:00 a.m.
Public Works Conference Room 325
Salem City Hall

RWL/jc

c. Robert Briscoe, Chairman
B.T. Van Wormer
Ed Hunter, OSHD
Ralph Lambert
Ralph Hanley
Richard Armstrong
William Juza
Dave DeMartino
Robert Maxey
Jeanne Giordano
Jim Walker
Larry Glassock
Lou McNicoll
Don MacFadden
Doug VanDyke
Lew Garrison
Duane Christensen, OSHD
Gary Potter, ODOT
Bud George, ODOT
Bill Cranford, ODOT
Phil Stearns, OSHD
Dick Nelson, OSHD
Donald Still, PUC
Dick Knowles, COG

APRIL 26, 1979 RWL

SOUTHBOUND FRONT STREET TO MARION BRIDGE ON-RAMP

SUMMARY REPORT

PROBLEM:

Excessive cross traffic conflict at proposed Division at Commercial Traffic Signal. Conflict is Southbound Commercial Street traffic volume v.s. Northbound Front Street Bypass traffic volume.

POSSIBLE SOLUTION:

Future construction of Southbound Front Street to Marion Street Bridge On-Ramp. (SBF → M Ramp). See attached map.

TRAFFIC VOLUME:

Using 1977 Traffic counts of Commercial at Marion Streets and Commercial at Union Streets to estimate a ramp volume. (See attached traffic data).

Southbound Commercial to Marion Bridge = 7035
less Eastbound Union to Southbound Commercial St. = 1620 (Part of NBF → M Ramp Traffic)
5415

Total vehicles using Marion Bridge = 21,565 (1977)

% of Marion Bridge Traffic that may use ramp = 5415/21,565 = 25%

Projected Year 2000 Marion Bridge Traffic = 45,000

Projected SBF to M Ramp Traffic 25% of 45,000 = 11,250

O.D.O.T. Urban Studies on April 6, 1979 confirmed that between 10,000 and 15,000 vehicles might be expected to use this ramp. More refined traffic volumes will be available in 1 to 2 months.

DESIGN CONTROLS:

Design SBF → M Ramp as mirror image of existing C → SBF Ramp

Allow for widening of Marion Bridge to 3 or 4 lanes.

Railroad Controls
Need 22.5' Vertical Clearance top of rail to bottom SBF → M Ramp
10° Minimum Horizontal curves on mainline
18° Minimum Horizontal curves on West Salem Connection
Minimum Horizontal Clearance - 8.5 ft. Centerline to face of Wall.
Railroad right-of-way 15' from track centerline.

Front Street right-of-way controls

Do not touch:
Marion Square Park

Front Street right-of-way controls (Cont'd)

Do not touch:
Northwest corner former Capitol Chevrolet Used Car Building
Southeast corner Willamette Production Credit
Southeast corner Steven's Equipment
Portland General Electric Substation
Gilbert House (Historic)

Front Street lane widths same as prior plans.

Keep Front Street Connection to Front Street Bypass at same location.

Front Street must be back onto prior alignment at Marion Street to fit thru bridge columns.

ADDED COST FOR SBF → M RAMP:

Ramp Construction	$1,200,000
Right-of-way Acquisition, Damages, Relocation	800,000
Added Railroad Cost Negligible since not contracted yet	0
Total Added Cost	$2,000,000

IMPACTS:

Right-Of-Way

Requires right-of-way acquisition from Chemeketa Investments of Land City sold to Chemeketa Investments in November 1978.

Marion Square Park

Reduces existing trees between curb and sidewalk along west side of Marion Square Park. (However, does not touch park itself.)

Should be less air and noise impact by decreasing traffic on east and south sides of Park.

Front Street North Diagonnal

Would require 3 lanes southbound instead of 2 lanes southbound.

Riverfront/Greenway Area

Closes Union Street access to Water Street Area. Could move this access to Marion Street.

Reduces total Greenway Area available by virtually eliminating Union Street to Marion Street portion.

Moving Railroad westerly further reduces Greenway Parking, or places higher percentage of Greenway Parking between Railroad and Front Street and thus separated from main Greenway Area which is west of relocated railroad tracks.

Ramp Grade

To keep Front Street Connection to Bypass and clear Railroad (22.5' Clearance) requires 7.5% ± grade.

The existing Center Street off-ramp temporary connection to Chemeketa Street, is a 9.9% grade.

Maximum allowable grade per O.D.O.T. Standards is 6%.

To achieve 6% grade, would require closing Front Street Connection to the Bypass and starting the ramp at Division Street.

If other benefits of ramp are very positive, may be able to obtain O.D.O.T. and F.H.W.A. approval for steeper ramp grade.

Ramp Curvature

Richard Inman, PGE on April 19, 1979 preferred ramp not encroach over substation property. Problem is damage that could be caused by throwing chains, etc., from ramp into 57 KV transformers and having all of downtown out of electricity.

To not encroach over substation property requires 36° curve (159.15' radius) which is 20 - 25 mph depending on superelevation. Should have 30 mph design which requires a 20° ± curve.

Marion Bridge

With SBF → M Ramp, need 4 lanes on bridge.

However serious weave problems.

Need 3700 ft. for weaving.

Have 1500 ft. available for weaving.

Bikelane

No room for southbound on street bikeway.

Timing

May require supplemental EIS on added right-of-way acquisition, (6 month delay).

Will require modifying City-Burlington Northern Railroad agreement.

Will require revising railroad and street plans.

Will require time to buy added right-of-way.

Conclusions:

SBF → M Ramp could be expected to attract 10,000 - 15,000 vehicles by year 2,000.

Ramp would reduce congestion at Division and Commercial traffic signal.

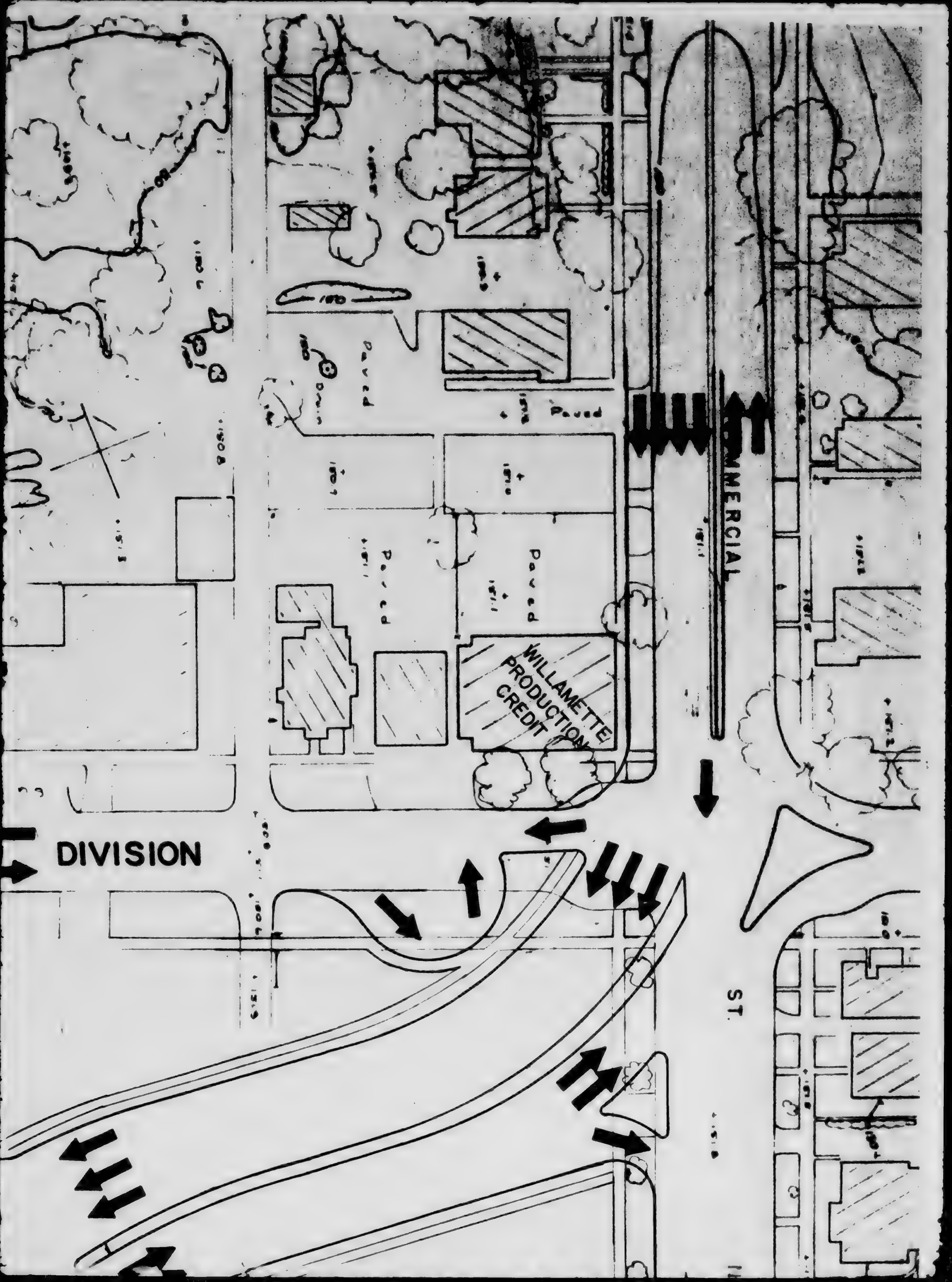
Conclusions (Cont'd)

Ramp would have 7.5% grade, 36° curve (20 mph).

Ramp would not benefit Riverfront/Greenway Area due to loss of area to ramp.

Ramp would necessitate 4 lanes on Marion Bridge where 3700 LF is needed for weaving and only 1500 LF is available.

Therefore, SBF → M Ramp would alleviate the Commercial at Division intersection, however it would move the congestion problem to the middle of the Marion Street Bridge.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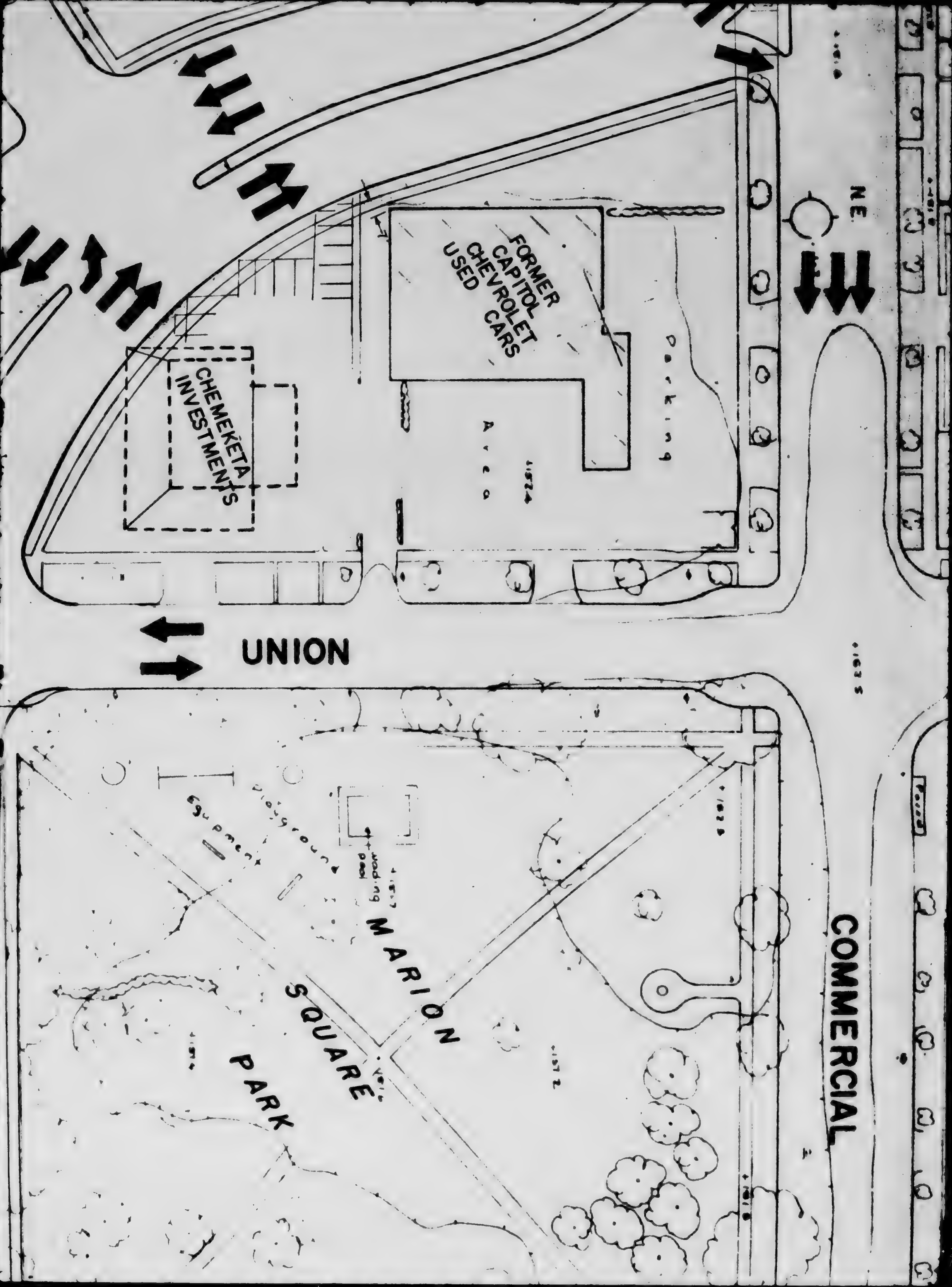

FORMER CAPITOL CHEVROLET USED CARS
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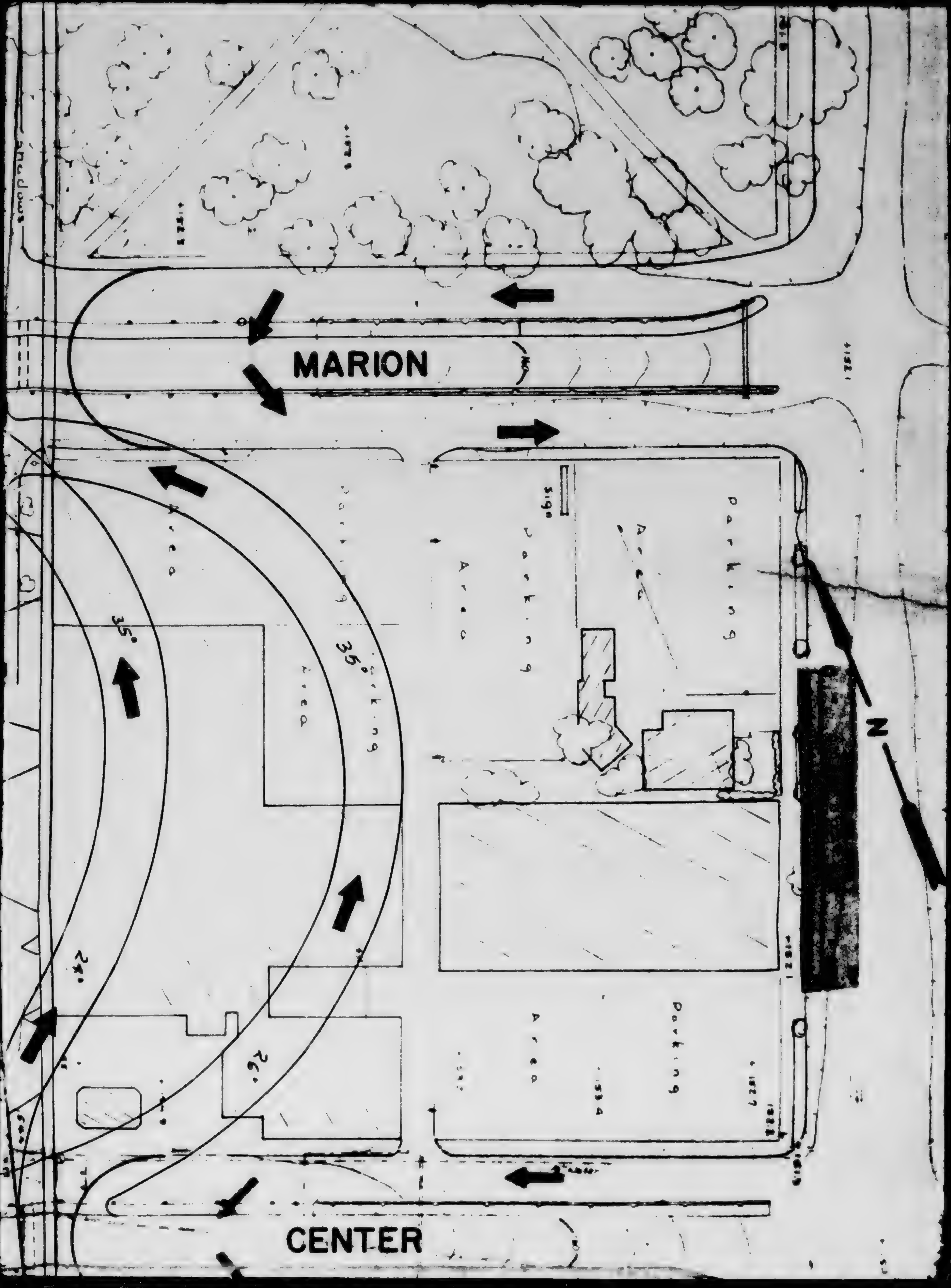
playground equipment
wading pool
MARION SQUARE PARK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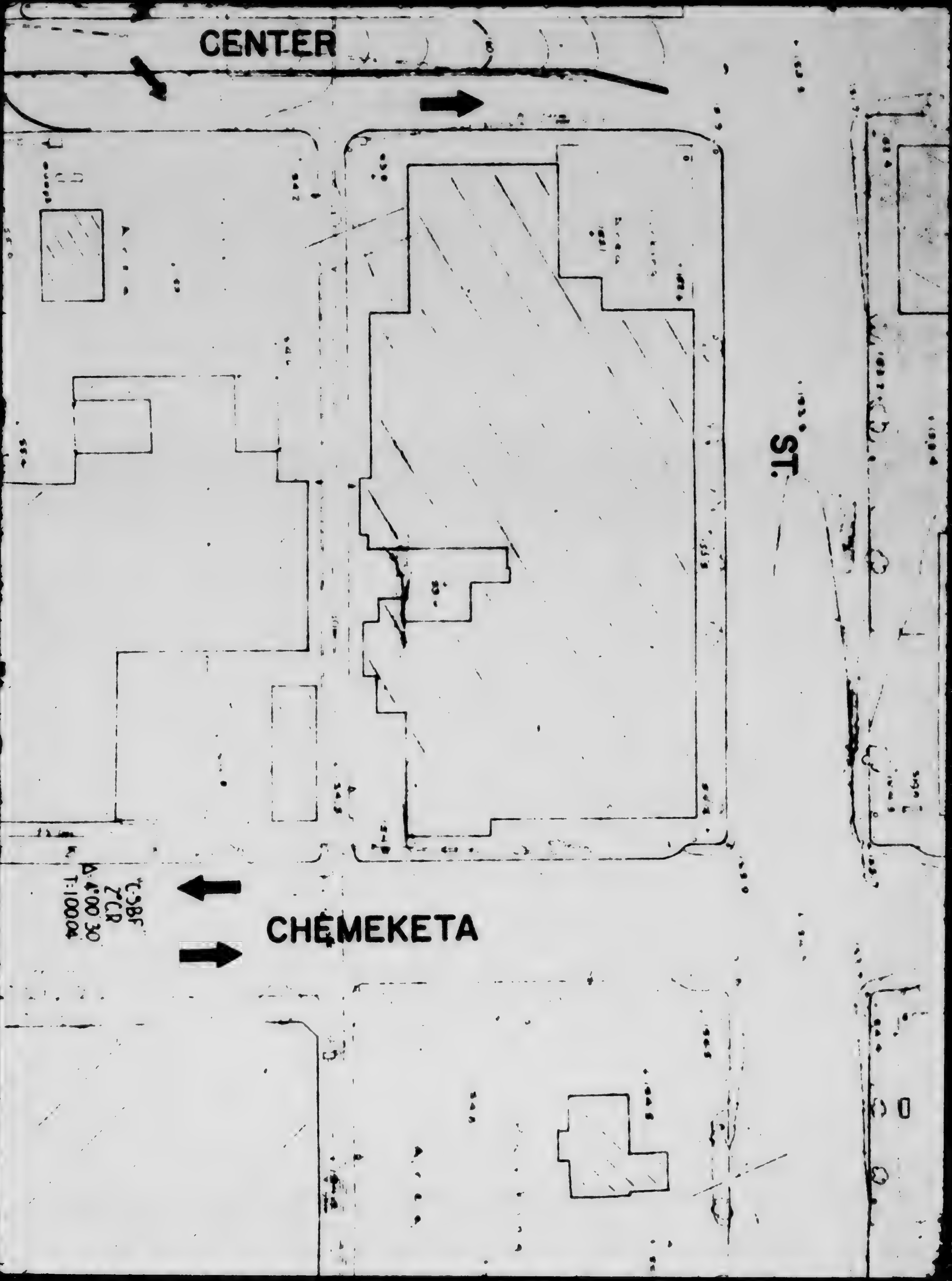
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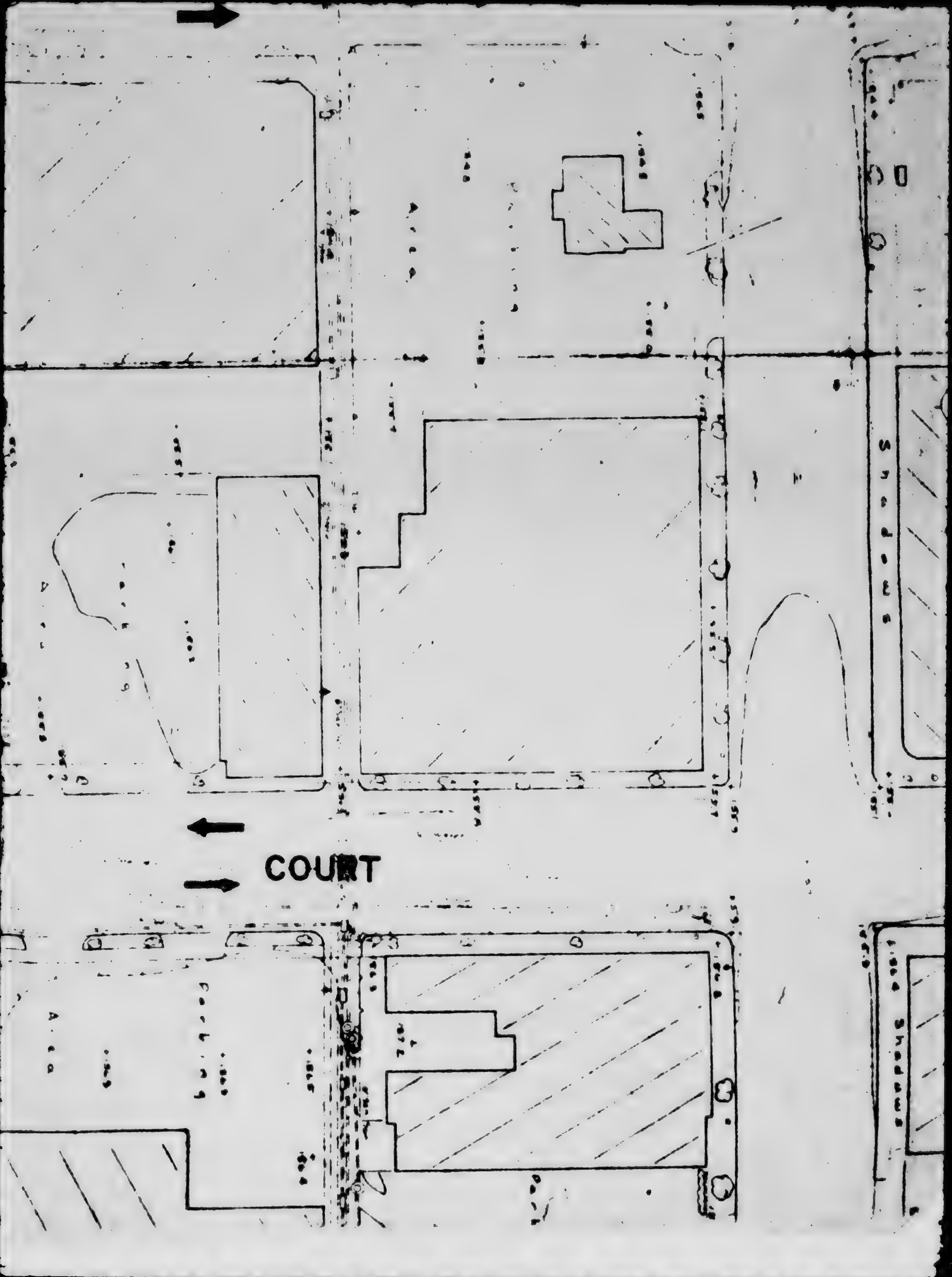
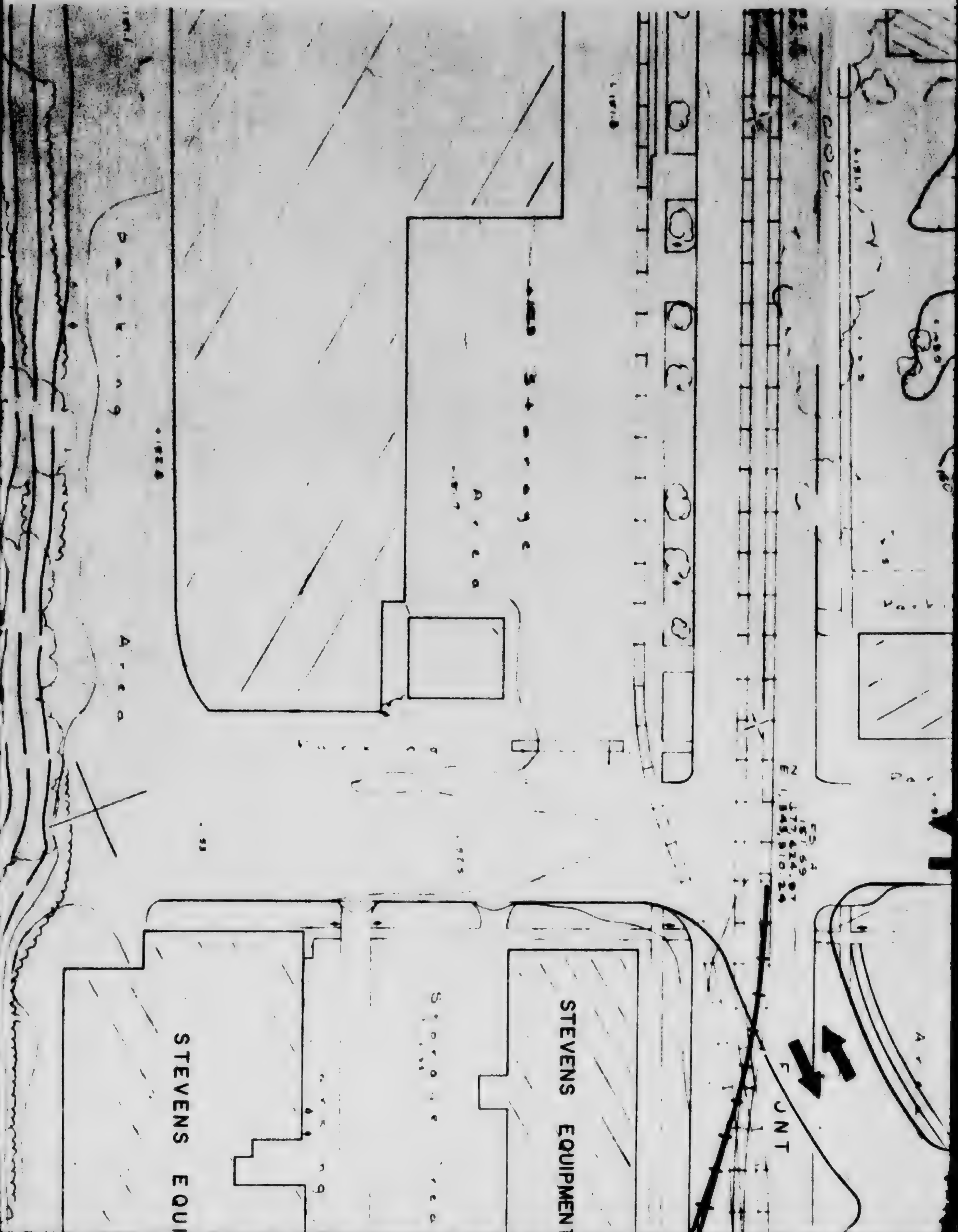


COURT
Shadows
Shadows
Parking Area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STEVENS EQUIPMENT
STEVENS EQU
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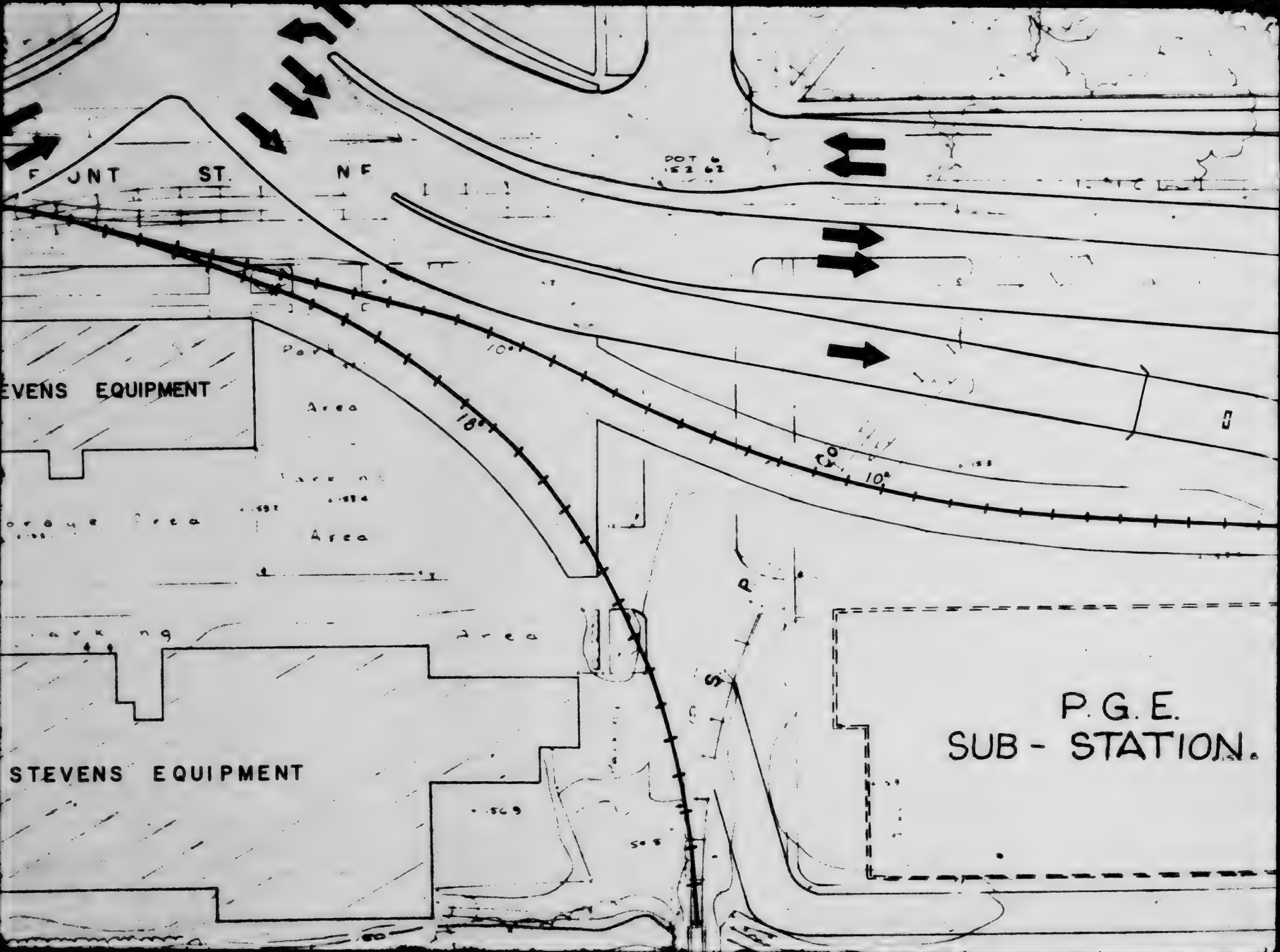
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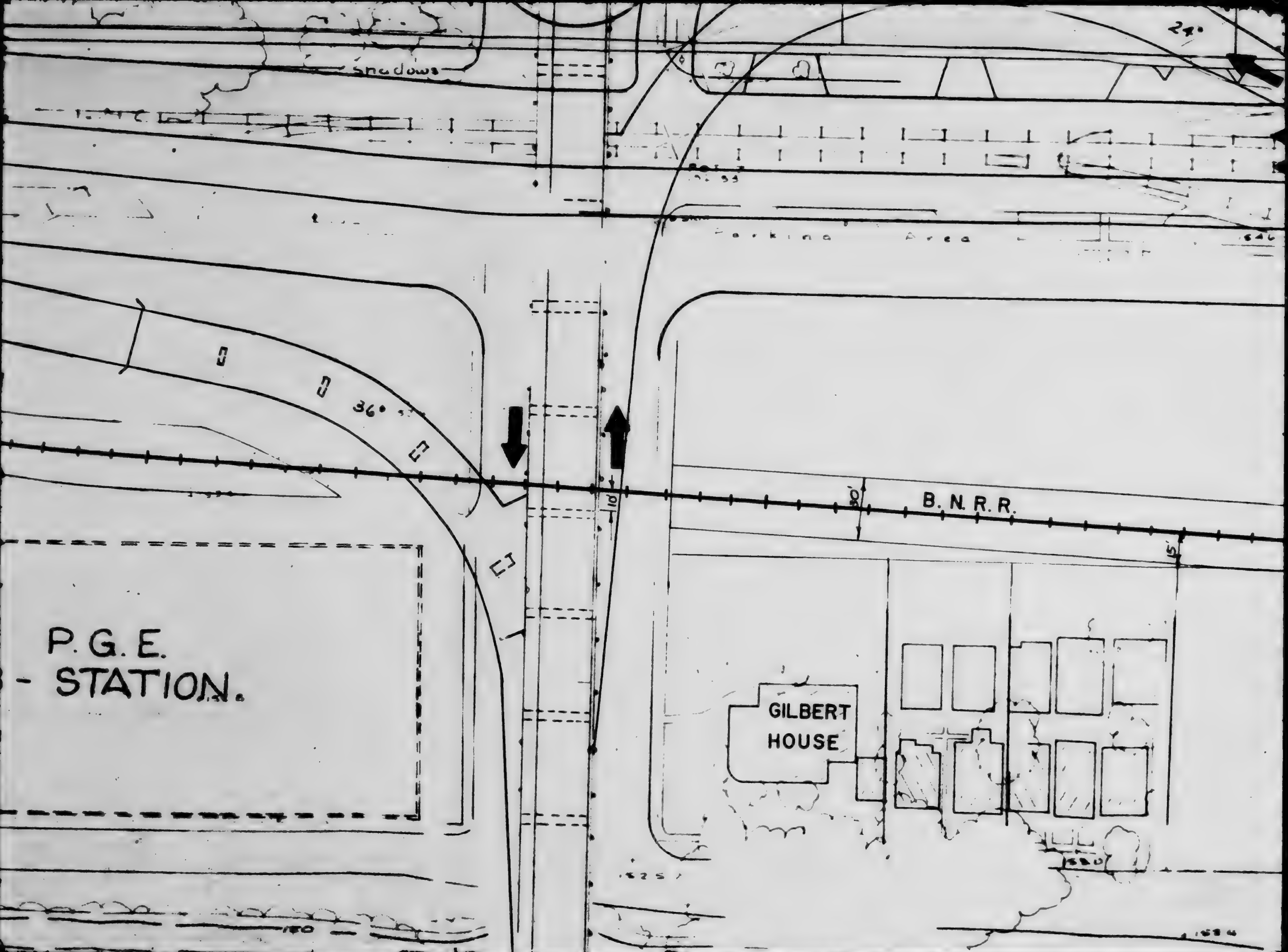
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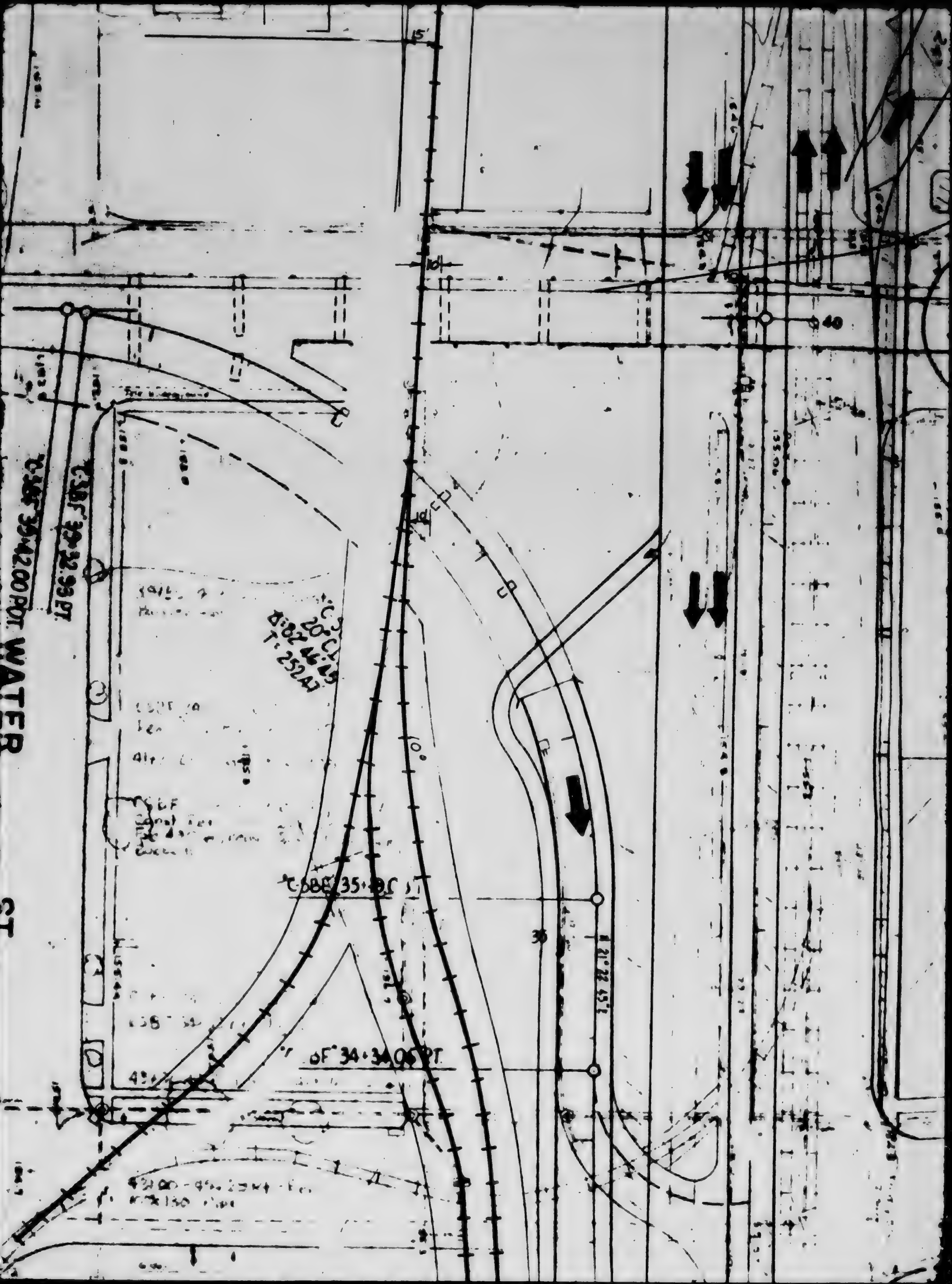
GILBERT
HOUSE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C.S.B.F. 35+32.93 P.T.
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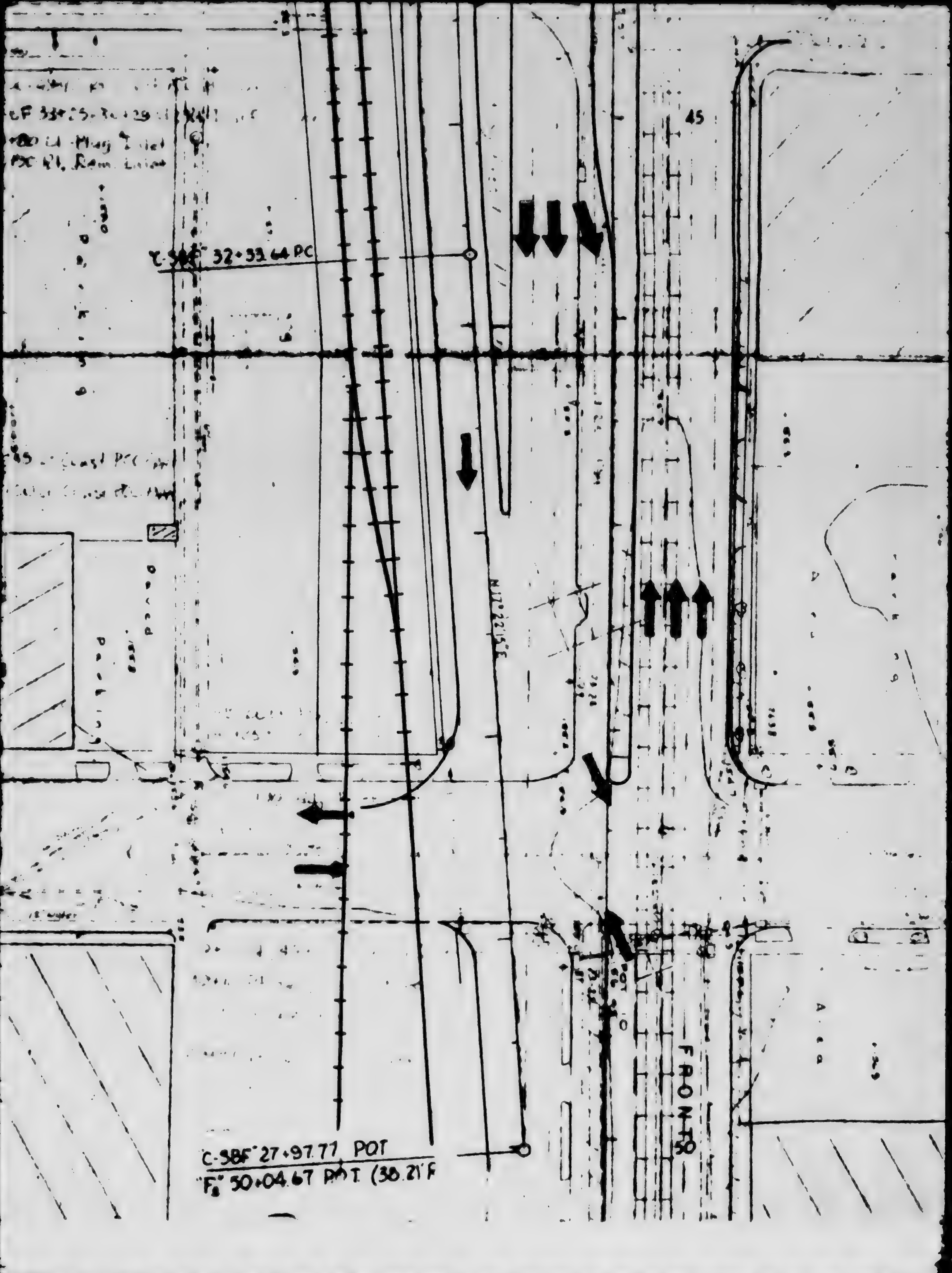
35
B.F. 34+34.06 P.T.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C-SBF 27+97.77 POT
"F₂" 50+04.67 POT (38.21' F
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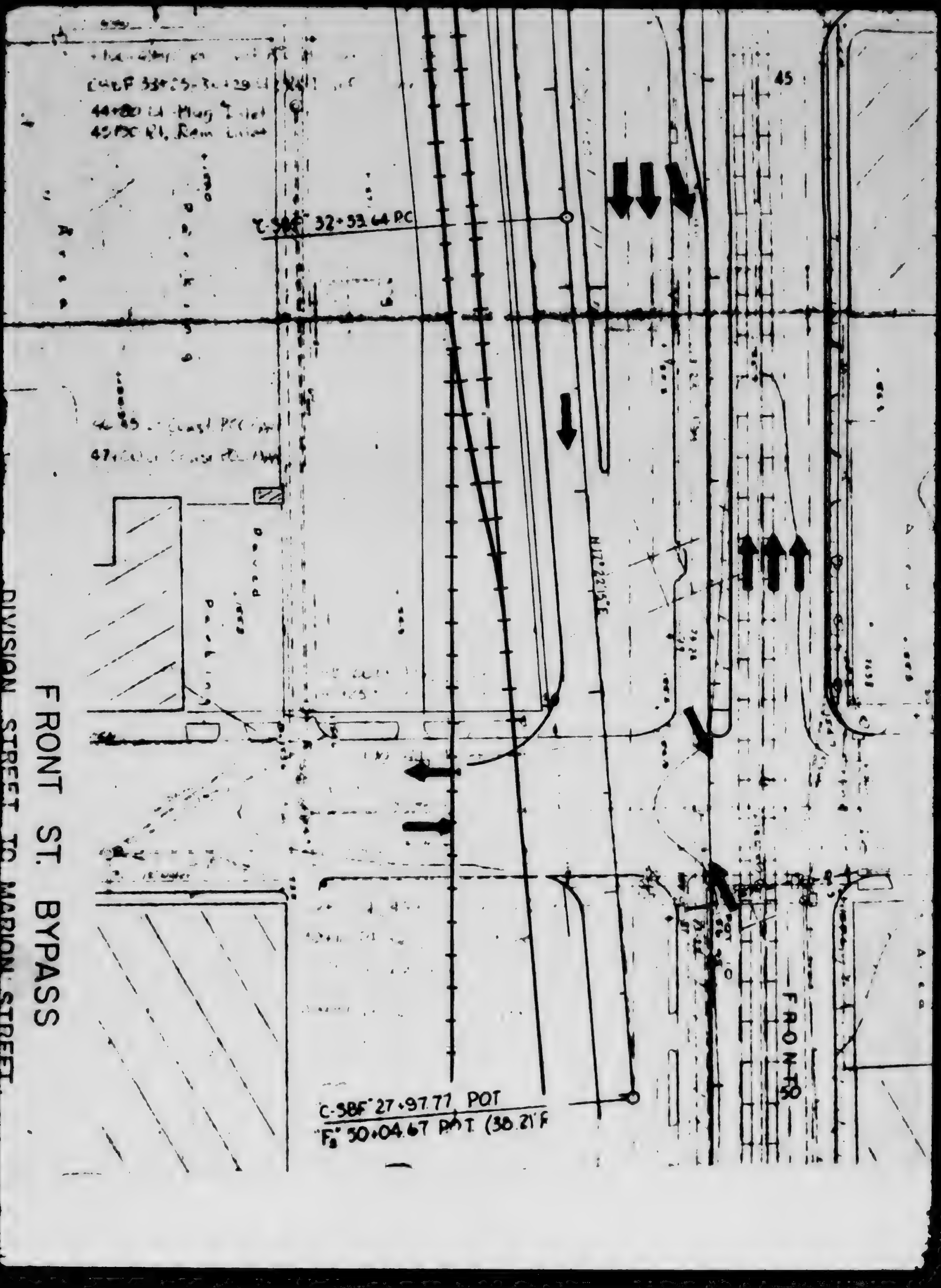
44+80 Lt. Plug Inlet
45 PC Rt. Rem. Inlet
C-3BF 32+33.64 PC
45
Paved
Parking
FRONT
50
C-3BF 27+97.77 POT
F2 30+04.67 POT (38.21'F

FRONT ST. BYPASS
DIVISION STREET TO MARION STREET

salem
CITY
OF SALEM,
OREGON
City Hall / 555 Liberty St. S.E.
Zip Code 97301
COMMUNITY DEVELOPMENT
Telephone (503) 588-6011

April 18, 1979

RECEIVED
TECHNICAL SERVICES
APR 1 1979
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Southern Pacific Land Company
Southern Pacific Building
One Market Plaza
San Francisco, CA 94015
Attn.: R.E. Mesick,
Assistant General Manager,
Real Estate

4-25-79
cc Versteeg
Toygstad

SUBJECT: SALEM CITY OF - S

Dear Mr. Mesick:

A review of ICC Docket # 28839 and Docket # AB-12 (Sub - No. 57F) points out several areas which need to be resolved immediately.

The Front Street Project is a cooperative effort between the City of Salem and the Oregon State Highway Division. At the present time it is our joint opinion that it would be most economical for the railroad relocation and the street improvement projects to be combined as one project for construction purposes. It is our present plan to bid this as one project in late fall or winter with construction commencing early in spring 1980. The order of work detailed in the construction specifications would require that the railroad track relocation be completed as one of the first orders of business.

If I understand the decision of Docket 28839 correctly, the track relocation would have to be completed prior to December 27, 1979 or the abandonment decision ceases to be effective. As evidenced by our present schedule there is the real possibility that the project will not even be bid by December 27, 1979.

In regard to the bidding process it is not legally possible to award a construction contract unless we have title to all the land necessary. Also there are other land transactions necessary for the Front Street Project which are subject to our acquisition of the property from Southern Pacific.

To resolve this matter it is suggested that we acquire the land from Southern Pacific, reserving the right to Southern Pacific to use the existing tracks until the new trackage is completed and in operation. I would appreciate your comments on the feasibility of this suggestion.

We would also appreciate your clarification of paragraph 3 as set forth on page 2 of ICC Docket #28839 under the section entitled "It is ordered". We have identified the following interpretations:

1. Execution of the coordination agreement between Southern Pacific Transportation Company and Oregon Electric Railway Company.
2. Award of bid for the track relocation.
3. Start of actual construction.
4. Completion and operation of new trackage.

Any suggestions that you might offer would be greatly appreciated.

Sincerely yours,

Laurance E. Glassock

Laurance E. Glassock,
Real Estate Supervisor

LEG:ll

cc: John Wiley Gould

cc: with ICC Docket # 28839 and AB-12 (Sub-No. 57F)

Robert Biscoe
Lou McNicoll
Dave DeMartino
Jim Walker
Ralph Lambert
✓Ed Hunter

RB#5

L. P. W.

JAN 4 1979

SERVICE DATE

DEC 29 1978

INTERSTATE COMMERCE COMMISSION

DECISION

Finance Docket No. 28839

SOUTHERN PACIFIC TRANSPORTATION COMPANY AND OREGON ELECTRIC RAILWAY COMPANY --COORDINATION PROJECT-- IN SALEM, OR

Decided December 27, 1978

By application filed August 29, 1978, as supplemented October 5, 1978, the Southern Pacific Transportation Company (SPT) and Oregon Electric Railway Company (OE) seek authorization pursuant to Section 5(2) of the Interstate Commerce Act and the requirements of the Railroad Acquisition, Control, Merger, Consolidation, Coordination Project, Trackage Rights and Lease Procedures at 49 C.F.R. §1111.1 et seq., for a decision approving a coordination agreement between SPT and OE in the vicinity of the City of Salem, County of Marion, State of Oregon.

Notice was published in the Federal Register on September 28, 1978. On November 6, 1978, Charles Davis, Public Utility Commissioner of Oregon filed a statement in support of the proposed transaction.

The application is directly related to docket No. AB-12 (Sub-No. 57F), Southern Pacific Transportation Company Abandonment At Salem in Marion County, OR, which was filed August 29, 1978, and approved by Certificate and Decision served October 31, 1978, subject to approval and institution of operation of the instant application.

Applicants in conjunction with SPT's application for abandonment of trackage in the City of Salem, filed this coordination agreement application. The City of Salem has requested the abandonment to allow it and the State of Oregon to upgrade various streets to accommodate highway traffic. The direct result of the abandonment would leave the West Salem Branch of SPT isolated. To avoid this dislocation and interruption of rail service, OE and SPT entered into a coordination agreement.

The public interest will be served by the related abandonment because urgent street upgrading may begin. The abandonment standing alone with this coordination agreement would deprive customers on the West Salem Branch of rail service.

By agreement dated December 16, 1976, SPT receives bridge traffic rights from OE between their interchange tracks at milepost 720.73 and the beginning of the West Salem Branch at milepost 719.74. This usage by SPT is limited to the movement of freight cars in SPT's account by OE. OE would be granted rights to perform switching and car handling as SPT's agent on 2.67 miles of SPT's West Salem Branch. SPT will pay OE $33.44 per loaded car switched. OE will operate the SPT's West Salem Branch between milepost 721.41 and 719.74. The transaction is to be consummated as soon as possible after Commission authorization.

We find that:

1. A hearing is not necessary in the public interest.

2. The interests of railway employees will be protected by imposing appropriate conditions.

3. No other railroad has requested to be included in the transaction.

4. The transaction will not result in the guarantee or assumption of payment of dividends or fixed charges.

5. There will be no increase in fixed charges.

6. The terms of the transaction are just and reasonable.

7. The transaction is within the scope of Section 5(2) of the Act.

8. The transaction is consistent with the public interest.

9. This decision does not significantly effect the quality of the human environment.

10. This is not a major regulatory action under the Energy Policy and Conservation Act of 1975.

It is ordered:

1. The application is approved, subject to conditions for the protection of employees as discussed in Norfolk and Western Ry. Co.-Trackage Rights--BN, I.C.C. 605 (1978).

2. This decision shall be effective on the date served.

3. Unless the transaction authorized by this decision is consummated within one year from the effective date, this decision shall be of no further effect.

4. The applicants shall confirm in writing to this Commission, within 15 days after consummation, notice of the date of consummation.

5. When applicants establish rates and charges applicable to the lines which they operate over, they shall refer to this decision by docket number and the date of decision.

6. The terms and conditions approved by this decision shall not be modified without prior approval of this Commission.

By the Commission, Review Board Number 5, Members Krock, Pohost and Taylor.

NANCY L. WILSON

(SEAL) ACTING SECRETARY

SERVICE DATE

OCT 31 1978

L. P. W.

NOV 20 1978

RB5

INTERSTATE COMMERCE COMMISSION

CERTIFICATE AND DECISION

AB-12 (Sub-No. 57F)

SOUTHERN PACIFIC TRANSPORTATION COMPANY ABANDONMENT AT SALEM IN MARION COUNTY, OR

Decided October 20, 1978

We have considered, under Section 1a of the Interstate Commerce Act, the application of the Southern Pacific Transportation Company filed August 29, 1978, for a certificate of public convenience and necessity permitting the abandonment of a line of railroad known as the Dallas Branch extending from railroad milepost 718.36 to railroad milepost 719.74 at Salem, a distance of 1.38 miles in Marion County, OR.

In addition to the abandonment application, Southern Pacific Transportation Company (SPT) and Oregon Electirc Railway Company (OE) filed on August 29, 1978, as a matter related to the abandonment application, an application under Section 5(2) of the Interstate Commerce Act for approval of a coordination agreement. That proceeding is docketed as Finance Docket No. FD-28839, Southern Pacific Transportation Company and Oregon Electric Company for approval of a Coordination Agreement in Salem, OR. It is presently pending before the Commission. Certain deficiencies in the application were noted by the Commission and applicants are being afforded and opportunity to correct them; however, we will not delay this proceeding during that time.

The application is governed by Section 1a of the Interstate Commerce Act (Act) and by the Commission's Regulations Governing Abandonment of Railroad Lines and Discontinuance of Service, 49 C.F.R. Part 1121 (the Regulations).

The application is filed under the "summary" procedures of Section 1121.33 of the Regulations, which are designed to facilitate the filing and processing of abandonment applications to which little or no opposition is anticipated.

Public notice of the abandonment application was served, posted and published by the applicant in accordance with the notice requirements set forth in Section 1121.30 of the Regulations. No "petitions to investigate" within the meaning of Section 1a(3) of the Act and Section 1121.36(a)(1) of the Regulations have been filed and this proceeding may be disposed of on the record as submitted.

SPT and OE have entered into the proposed coordination agreement in order to maintain service to West Salem, OR. Under the coordination agreement, SPT will acquire bridge traffic rights from OE between their interchange tracks at milepost 720.73 and the beginning of the West Salem Branch at milepost 719.74. This usage by SPT is limited to the movement of freight cars in SPT's account by OE. OE is granted rights to perform switching in the West Salem Branch on behalf of SPT. This agreement makes OE an agent of SPT for car handling on 2.67 miles of SPT's West Salem Branch.

There is only one shipper located on the line. In 1976, there were 666 cars handled to and from points on the line to be abandoned; 361 cars were handled in 1977: and 261 during the first six months of 1978. OE will provide uninterrupted service to the shipper located on the line.

Since the application in Finance Docket No. 28839 is directly related to the abandonment application, and since approval of the coordination agreement application is mutually dependent upon the instant abandonment application, approval of the abandonment application, approval of the abandonment will be conditioned on the approval and consummation of the application in Finance Docket No. 28839.

The record contains no evidence that the abandonment will have a serious adverse impact on rural and community development; or that the abandonment will have an adverse environmental impact.

Therefore, we find:

1. Abandonment of the said line will not result in a serious adverse impact on the rural and community development of Marion County, OR.

2. The property is suitable for other public purposes.

3. This decision is not a major Federal action significantly affecting the quality of the human environment within the meaning of the National Environmental Policy Act of 1969.

It is certified: The present and future public convenience and necessity permits the abandonment by the Southern Pacific Transportation Company of the above-described line of railroad, subject to the conditions for the protection of employees discussed in Oregon Short Line R. Co.--Abandonment Goshen, 354 I.C.C. 584 (1978), provided, however, that applicant shall keep intact all of the right-of-way underlying the track, including all of the bridges and culverts for a period of 120 days from the effective date of this certificate and decision to permit any state or local government agency or other interested party to negotiate the acquisition for public use of all or any portion of the right-of-way, and provided, further, that SPT may not exercise the authority granted herein until approval of the pending directly related application in Finance Docket No. 28839 and institution of operation thereunder.

It is ordered:

1. In the absence of any petitions to investigate, we waive the requirements of Section 1121.38(a) of the Regulations that publication of notice of abandonment decisions in the Federal Register be made only after such a decision becomes administratively final, and notice of our findings may be submitted for publication in the Federal Register immediately. Also, within 10 days after receiving an appropriate filed notice that an offer of financial assistance is being considered, applicant shall comply with informational requirements of Section 1121.38(a) of the Regulations.

2. All correspondence to the Commission with respect to offers of financial assistance for the continued operation or acquisition of the subject line shall contain an appropriate reference to this proceeding, and the following notation shall be typed in boldface on the lower left hand corner of envelopes containing such correspondence: "Section of Finance, AS-RSCP".

3. Subject to the conditions as set forth above and provided no offer for continued rail operations is received, actual abandonment may be effective by SPT after the effective date of this certificate and decision.

4. In the event abandonment is effected, tariffs applicable to the line herein may be cancelled upon not less than 10 days' notice to this Commission under Section 6 of the Act, and when filing schedules cancelling tariffs applicable to that line, SPT shall refer to this certificate and decision by date and docket number.

5. If the authority granted by this certificate and decision is exercised, SPT shall submit two copies of the journal entries showing the retirement of the line from service, and shall advise this Commission in writing, immediately after abandonment of the line of railroad, of the date on which the abandonment actually took place.

6. If the authority granted in this certificate and decision is not exercised within one year from its effective date of the approval in Finance Docket No. 28839, it shall be of no further force and effect.

7. This certificate and decision shall be effective 45 days after the date of publication of notice in the Federal Register unless otherwise ordered by this Commission.

By the Commission, Review Board Number 5, Members Krock, Pohost, and Taylor.

H. G. HOMME, JR.
Acting Secretary.

(SEAL)

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

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TECHNICAL SERVICES
APR 12 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

April 12, 1979

cy Bob George
Versteeg
Hart
4-16-79

Mr. Ralph Lambert
Project Engineer
Salem City Hall
555 Liberty Street S.E.
Salem, OR 97301

Dear Ralph:

Your note of April 3, 1979, asked for comments on certain items in the Front Street Bypass-Pringle Creek Parkway Steering Committee No. 24 (copy attached). The items indicated were 1. A. 4, 6, 7, 8 and 9. Question 1. A. 4 will be addressed after Question 1. A. 8.

Question 1. A. 6 concerns routing "all SB Commercial Street downtown destined traffic on Front Street Bypass at Division Street". Traffic would enter the CBD via Court Street. You also asked for impacts on Commercial Street property and on traffic going EB on Center Street.

It is my understanding that the "build" EIS traffic assignments were (depending on location) from 26,000 to 51,000 vehicles per day on Front Street and from 8,000 to 16,000 on Commercial. These forecasts were based on the assumption that some combination of traffic deterrents would be placed on Commercial that would force the traffic to make the route change. However, the measures to cause this were never defined.

Short of blockading Commercial at Court, or preventing traffic from continuing on Commercial at the Division Diagonal I know of no way to "route" traffic via Front and Court. Signing won't be materially effective. If it can be assumed that through traffic will be permitted on Commercial, it will take deterrents to move it to Front. Each added deterrent to traffic on Commercial would cause an additional incremental shift of traffic to Front, up to the point where conditions on Front are less tolerable to the motorist than on Commerical. It appears that any evaluation of the effectiveness of future traffic diversions would be very subjective; I don't know of any accepted techniques to make such an evaluation.

Obviously, the Commercial Street traffic destined for eastbound on Center would be affected adversely. Motorists would tend to try to avoid the out of direction travel. In choosing other routes, motorists could cause unexpected adverse impacts at other intersections.

As for impacts on property, it would seem that citizen committees and downtown merchants groups could better comment than I. However, motorists would have substantial difficulty in attempting to reach destinations on Commercial north of Court. Furthermore, any "circling" approach to get there would result in higher volumes on the additional streets used. It would seem desirable to weigh the relative merits of diverting traffic from one facility to another with the additional vehicle miles, air pollution and loss of time that results from the longer route. Again, such an evaluation would be largely subjective; I don't know of any really objective way to do this.

Your Question 1. A. 7 asked for analysis of the Division and Commercial intersection as now designed. We did not make the traffic forecasts for the Front Street Bypass. At this time, I am not able to provide the desired information.

Your Question 1. A. 8 concerns impacts of a proposed southbound Front Street to Marion Bridge ramp. By copy of my April 6, 1979 letter to Lew Garrison you are aware of our analysis of the proposal. Of the several problems, the weave problems seem to be the control. During peak hours, a three lane bridge would produce close to an impossible weave, no matter how much distance was available.

A four lane bridge would be somewhat better. However, 3,700 feet of weave distance is needed, but only 1,500 feet are available; clearly an unsatisfactory situation. I would recommend that the ramp not be built.

If it is built, your question 1. A. 4 askes if 3 lanes will be needed SB on Front. The answer is yes.

Your Question 1. A. 9 concerns various alternatives on downtown traffic. Other than the proposed ramp mentioned in the previous question, the Urban Studies Unit is not aware of other alternatives. We are studying the Marion and Center Street Bridge projects. We also are making tests and a hand traffic assignment of the CBD that could serve as a basis for the future study of alternatives. However, we are not studying other CBD alternatives at this time. I am sending you a copy of a letter to Doug Van Dyke that sheds additional light on the status of our analysis capabilities.

Sincerely,

Bud

W. C. Crawford
Urban Studies Supervisor

WC:dp

cc: Richard Knowles, M-WVCOG
Doug Van Dyke

bc: E. S. Hunter
C. O. Fredrickson
Gary Potter

Salem City

Salem, Oregon
April 5, 1979

Duane O. Christensen
Duane O. Christensen
Final Design Engineer

Dorland Swan
Federal Aid Manager

Division St.-Trade St. (Salem)
Front Street FAUS 1705
Marion County

The subject project construction will be funded from Interstate Transfer Funds withdrawn from the I-305 Freeway. To date, the City of Salem has requested $3,675,000.00 to undertake the construction phase of this project as itemized below.

Roadway Work	$ 1,521,122
Right-of-way Costs (if participating)	0
Traffic Control	557,923
Illumination	140,000
Structures	244,735
Railroad	400,000
Other Landscaping and Irrigation	199,035
Engineering and Contingencies 20%	612,563
PROJECT TOTAL	$ 3,675,378

The City has requested the Ferry Street-Trade Street Couplet be added to the subject project. This office has estimated the construction cost to be $633,000.00 which includes 20% for Engineering and Contingencies. As of March 28, 1979, application for these additional construction funds has not been made. We have informed Gerald Wimer, Local Government Manager.

In summary, the Front Street Bypass Project will include:

1) Front Street roadway work (Division St.-Trade St.)
2) Railroad relocation
3) Ferry St.-Trade St. Couplet.

WEC:mw
cc: C. O. Fredrickson
Ralph Lambert, City of Salem
W. E. Cole

Versteeg ✓
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

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ROAD DESIGN SECTION

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2.

STATE OF OREGC INTEROF CE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: March 29, 1979

FROM: Gerald Wimer
Local Government Manager

SUBJECT: Proposed Interstate Transfer Project

The City of Salem is requesting a $3,675,000 project to undertake the construction phase of a previously approved preliminary engineering project on Front Street. The Transportation Commission approved the preliminary engineering phase as a Urban System project on April 19, 1977. The construction will be funded from Interstate Transfer funds withdrawn from the I-305 Freeway. The project will widen Front Street to accomodate four lanes north and six lanes south of Center Street, connect to existing and future Marion and Center Street bridge ramps, relocate existing railroad trackage to west side of the roadway, and provide necessary traffic signals, illumination, landscaping, irrigation and sidewalk/bikeways. State will perform construction engineering. The attached sketch map indicates the location of the project. In summary:

Jurisdiction	Section	Total Estimated Cost	Federal Funds	Local Share
Salem	Division Street-Trade Street, Front Street, FAU 1705	$3,675,000	$3,123,750	$551,250

Region 2 and this office investigated the proposed project confirming its validity and financing. I recommend your approval and request you authorize this project under delegated authority.

APPROVED BY:

3/30
orig to Head
cp Wimer

H S Coulter
State Highway Engineer

Date 3-29-79

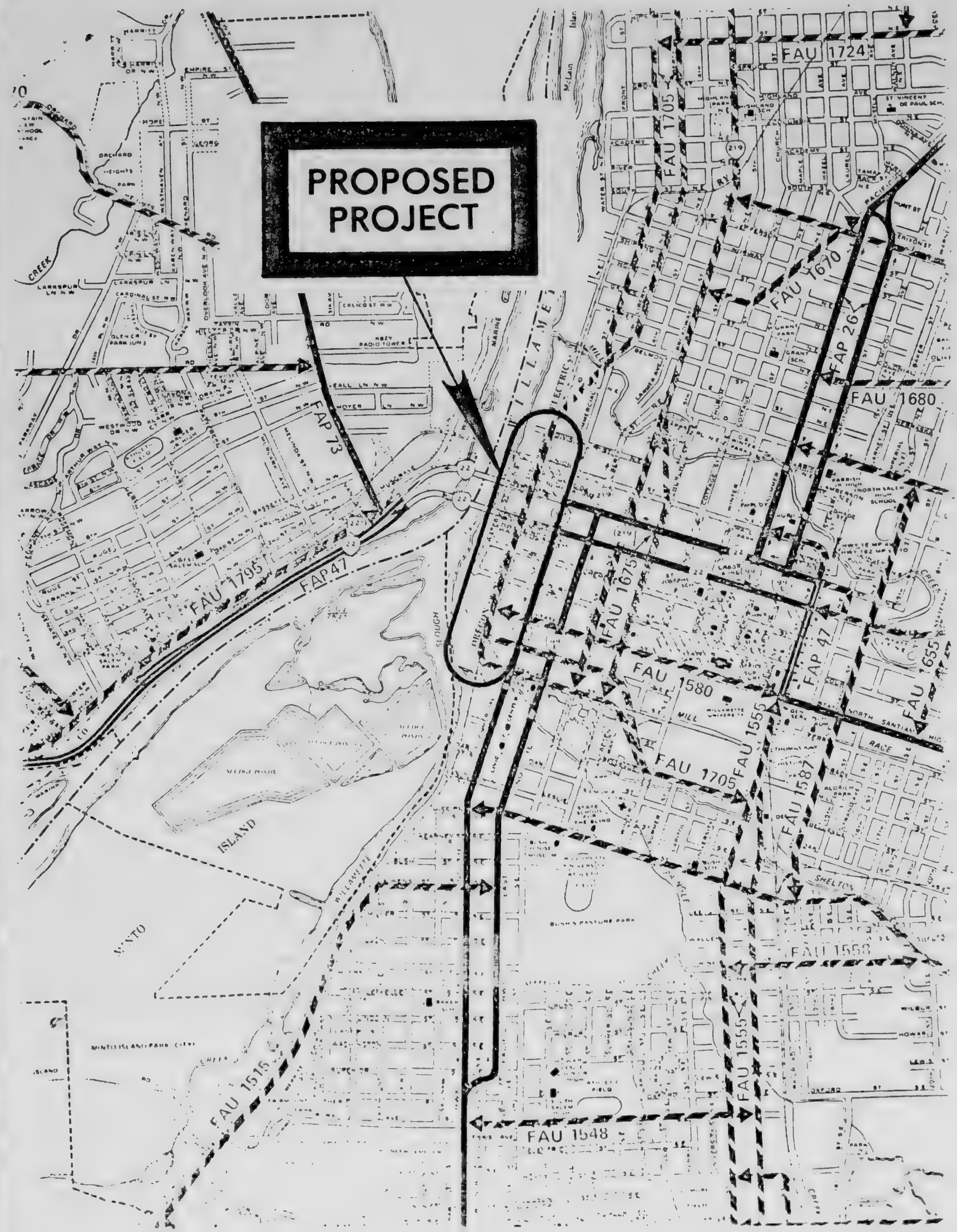
RECEIVED
DOT DIRECTOR
MAR 30 '79
REFER TO
FOR
Info Inves R/D D/R Sign Act File

GEZ:pf
Attachment

D. E. Swan-Please Program & Update PMS
cc w/Attachments:

- F. B. Klaboe ✓
- E. S. Hunter
- C. T. Keasey
- R. L. Schroeder
- L. W. Rulien
- George Bell
- J. H. Versteeg
- L. E. George
- F. E. Terpin
- W. J. Hart
- R. Trygstad
- D. O. Christensen
- J. Sullivan
- F. W. Yarbrough
- G. W. Wimer (3)
- F. Lowe
- J. Maness
- Region 2:
  - C. O. Fredrickson
  - R. Stearns
  - J. Dixon
- J. B. Boyd
- G. Potter

1-125-1387



PROPOSED PROJECT

FAU 1724
FAU 1705
FAU 1670
FAP 26
FAU 1680
FAP 73
FAU 1795
FAP47
FAU 1675
FAU 1580
FAP 47
FAU 1655
FAU 1555
FAU 1587
FAU 1705
FAU 1558
FAU 1515
FAU 1555
FAU 1548
WILLAMETTE
MINTO
ISLAND
SLOUGH
CREEK
NORTH SANTIAM HIGHWAY
BUSH'S PASTURE PARK

MEMORANDUM

TO: Front Street Steering Committee

FROM: Dick Knowles, SATS Transportation Coordinator ZLK

SUBJECT: Analysis of the Impacts on the Final EIS of the Proposed Ramp From Front Street Southbound to Marion Street Bridge

DATE: March 27, 1979

Introduction

In response to the suggestion that a southbound Front Street to Marion Street Bridge Ramp be studied, we have researched the effects of this on the EIS process. The required design changes to accommodate the bridge ramp would have a significant impact and would delay the Final EIS.

Background

The proposed bridge ramp would require several changes to the present Front Street design. These changes which are all located between the northern diagonal and Center Street Bridge are listed below:

-- Shifting the SPRR mainline track approximately 112 feet westerly -- this would be done to allow proper clearance of Marion Street Bridge over the railroad track and to maintain acceptable (minimum) curves in the mainline track.

-- Shifting the center line of Front Street approximately 20 feet easterly. This allows fitting the ramp in without taking Marion Square park property or moving the SPRR main line track.

-- Shifting the alignment of the diagonal to the south approximately 20 feet. This has to be done to match the realigned Front Street.

Analysis

The main impact on the EIS process is due to the realignment of the SPRR main line track. The right-of-way requirements for the main line track would require acquisition of twenty feet from the Gilbert House property. Because the Gilbert House is considered eligible for nomination to the National Register of Historic Places, a 4(f) statement and a Section 106 process would be required.

The Section 4(f) statement is a requirement of the Federal Highway Administration, DOT (FHPM 7-7-2 Part 20). The 4(f) statement is a document that must be able to stand on its own and demonstrate that there are no prudent and feasible alternatives including the no-build to the acquisition of historical site land.

The Section 106 process is administered by the Advisory Council on Historic Preservation, Department of the Interior, under the authority of the National

Historic Preservation Act. The Section 106 process requires that a determination of effect be made, a case report be prepared, and a feasible and prudent alternative to avoid or mitigate all adverse effects be coordinated and adopted. If requested by FHWA, there will also be an on-site inspection and a public meeting.

Shifting the main line track will also involve negotiations with PGE concerning right-of-way acquisition and clearance from their substation. These changes would have to be accounted for in the Final EIS.

The shifting of the Front Street alignment toward Marion Square Park will remove the existing planting strip between the sidewalk and the curb line. Although it does not appear that a 4(f) statement would be required the impacts of the project on the park would have to be reassessed.

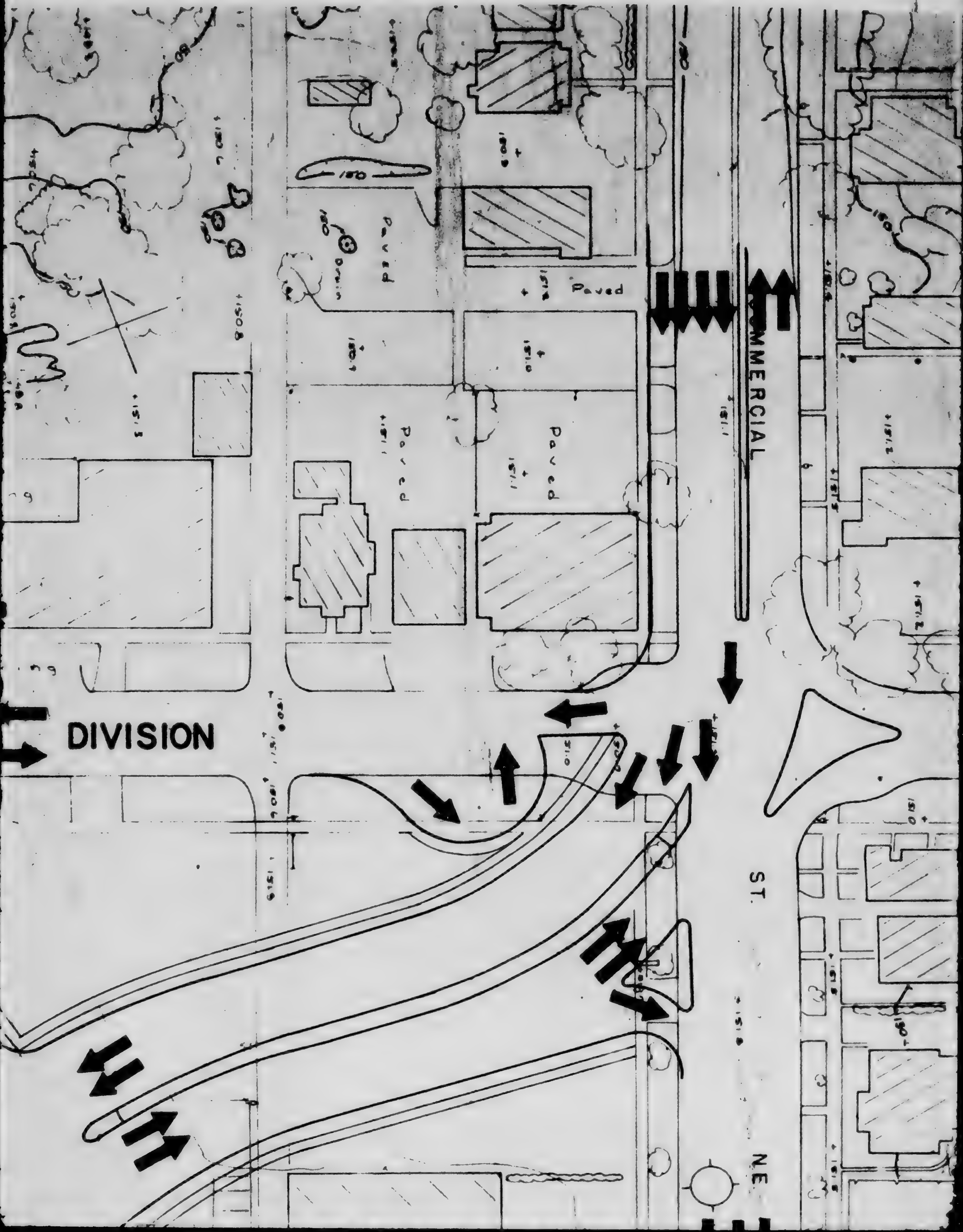
Shifting of the diagonal alignment will require new right-of-way acquisition and dislocation of a business. This impact would have to be accounted for in the Final EIS.

Conclusion

The Final EIS could not be approved until all these steps are covered. This would delay the EIS at least 3 months -- more realistically 6 mohths and possibly even longer. Our present schedule calls for having the Final EIS printed by April which would allow Final FHWA approval by late May. The proposed ramp from Front Street southbound to Marion Street Bridge would delay final approval until November 1979.

MEADOWS/cah

[illegible]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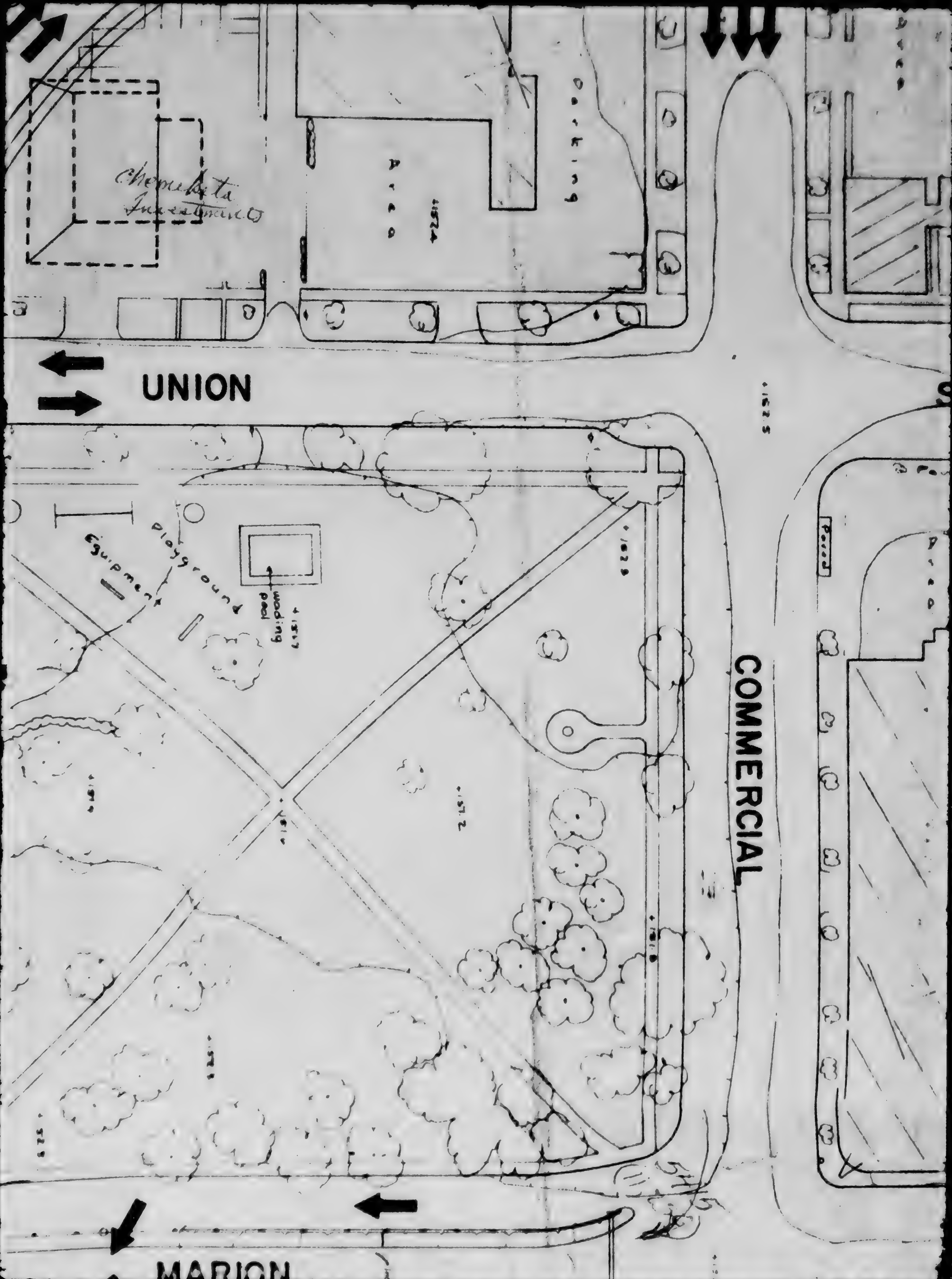Chemeketa Investments
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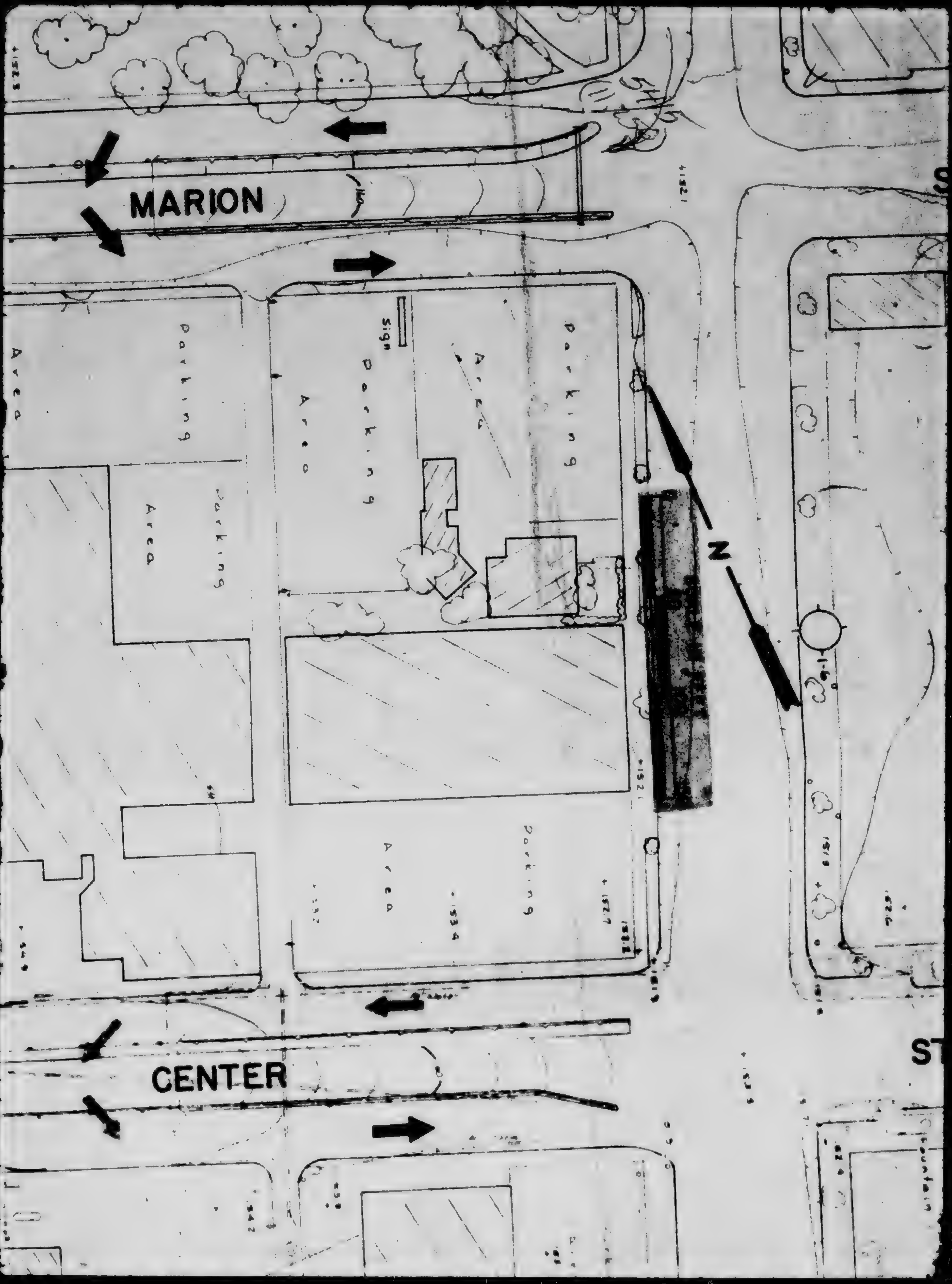
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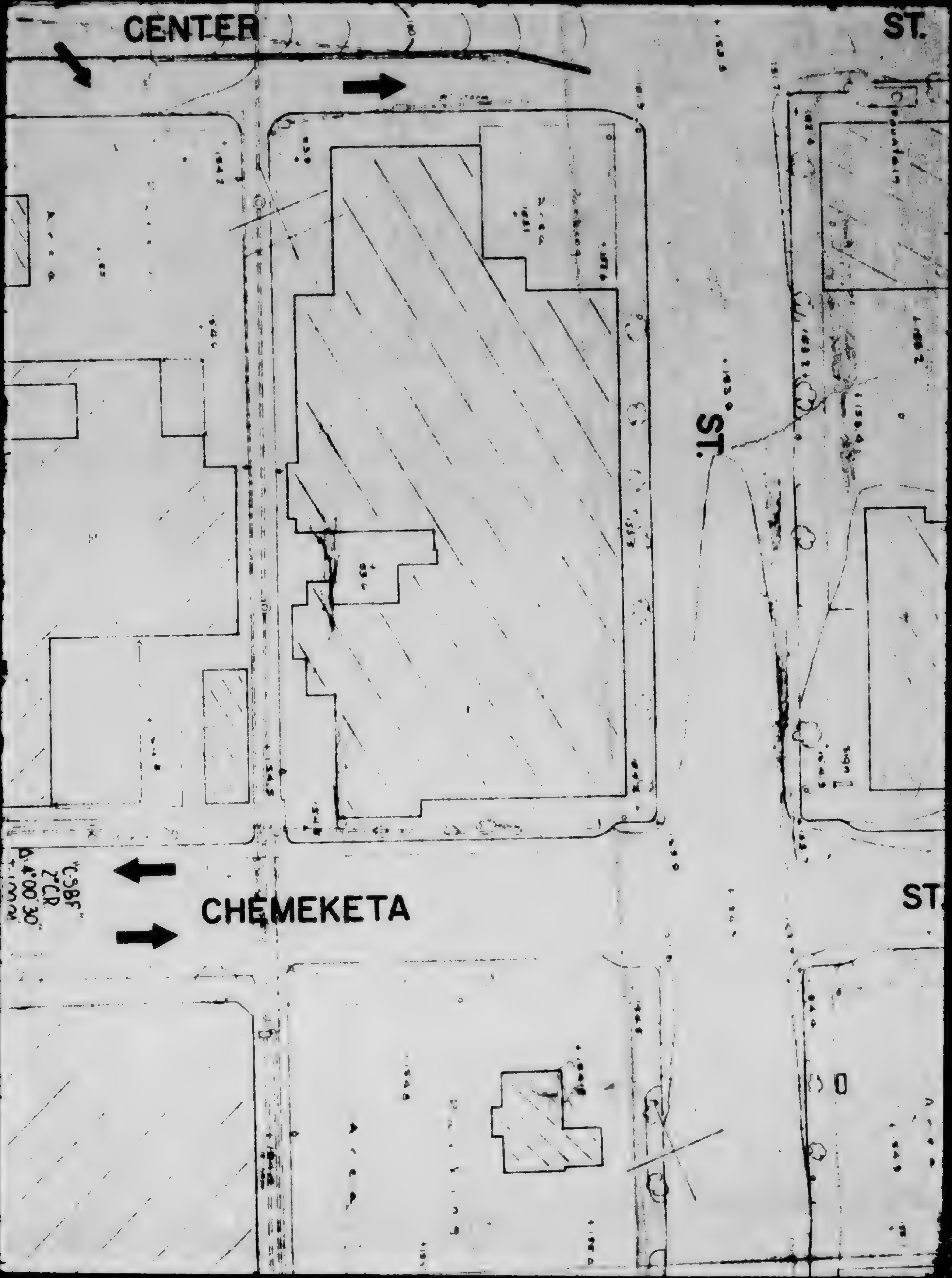
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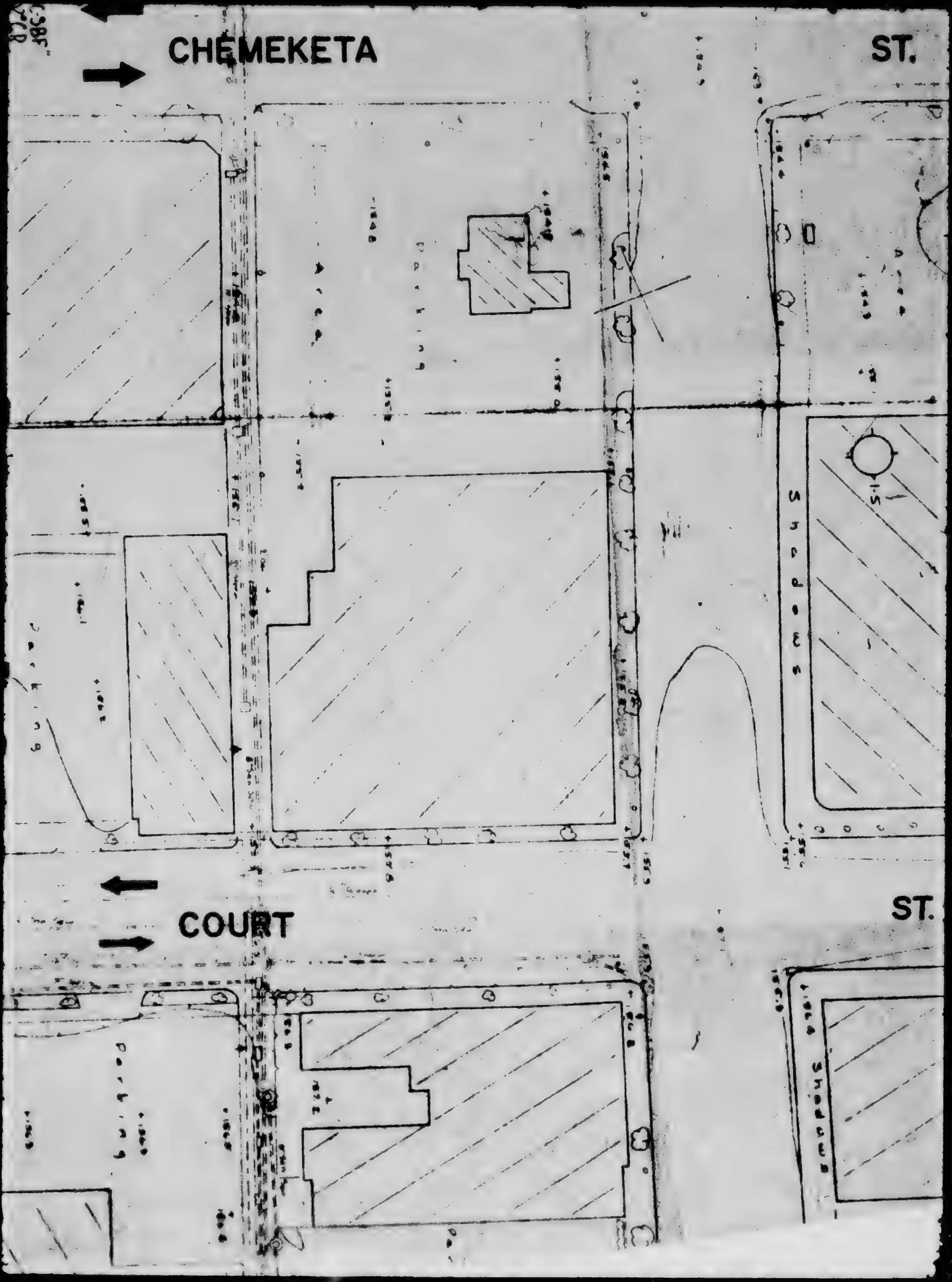
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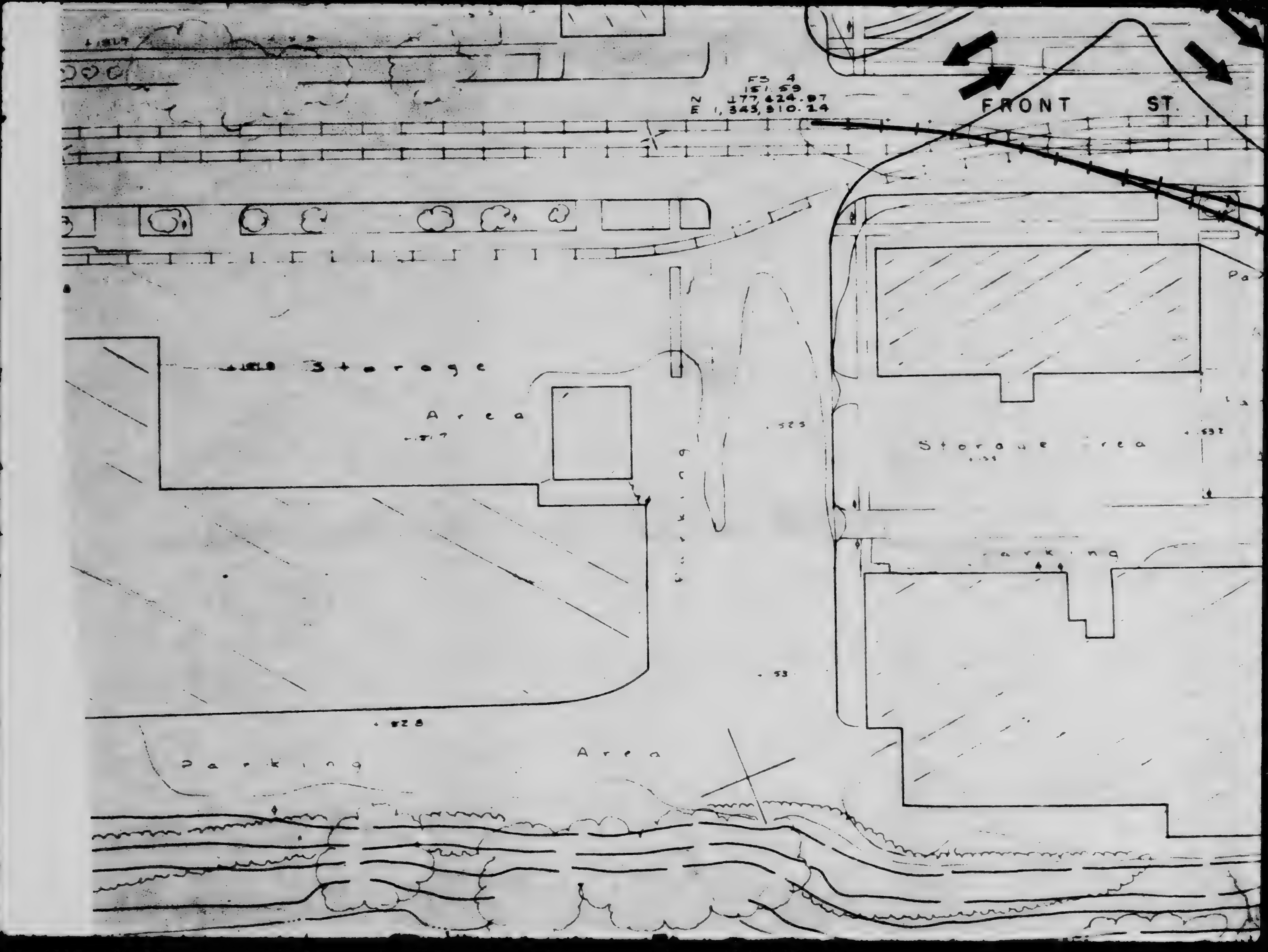
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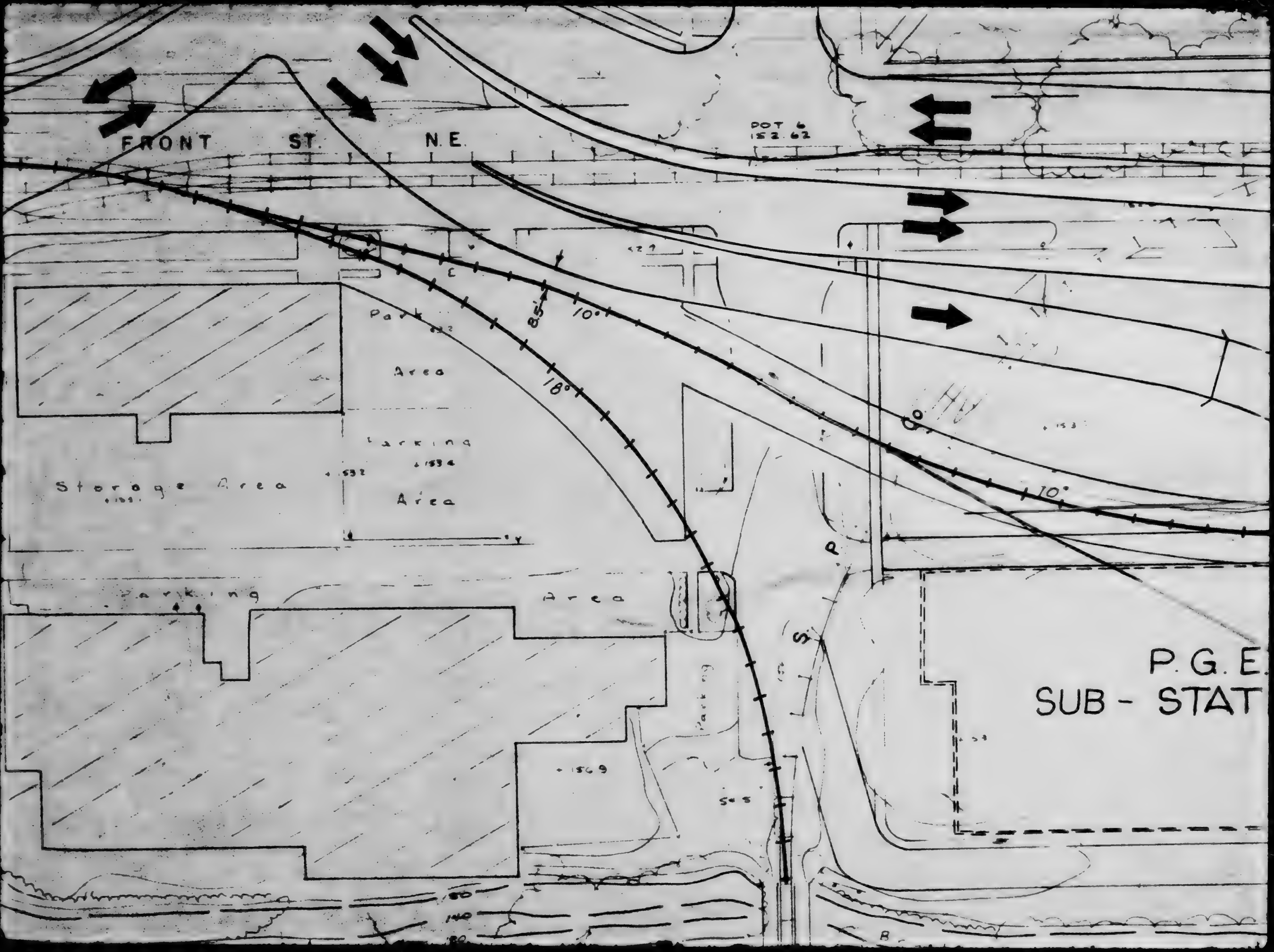
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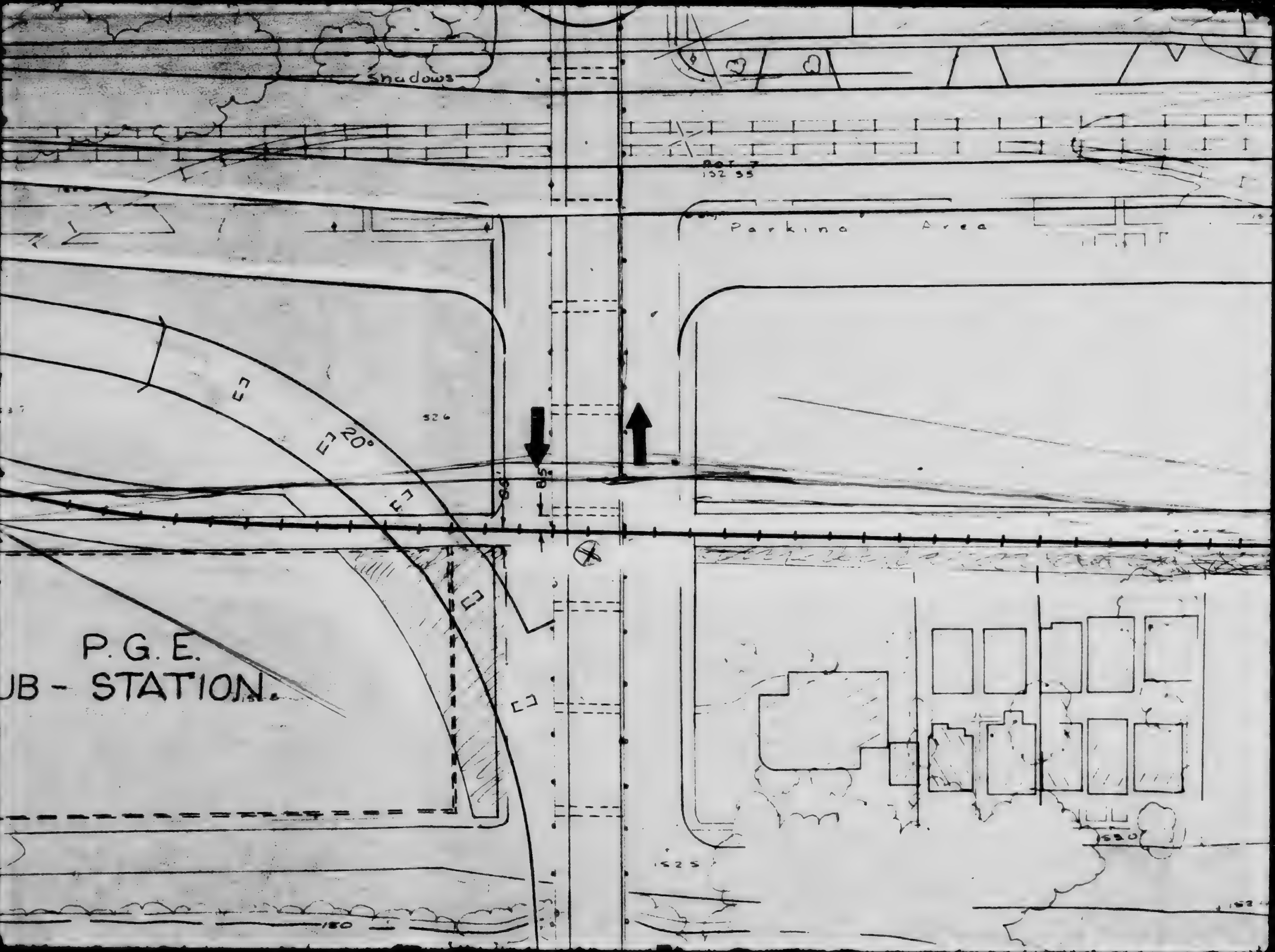
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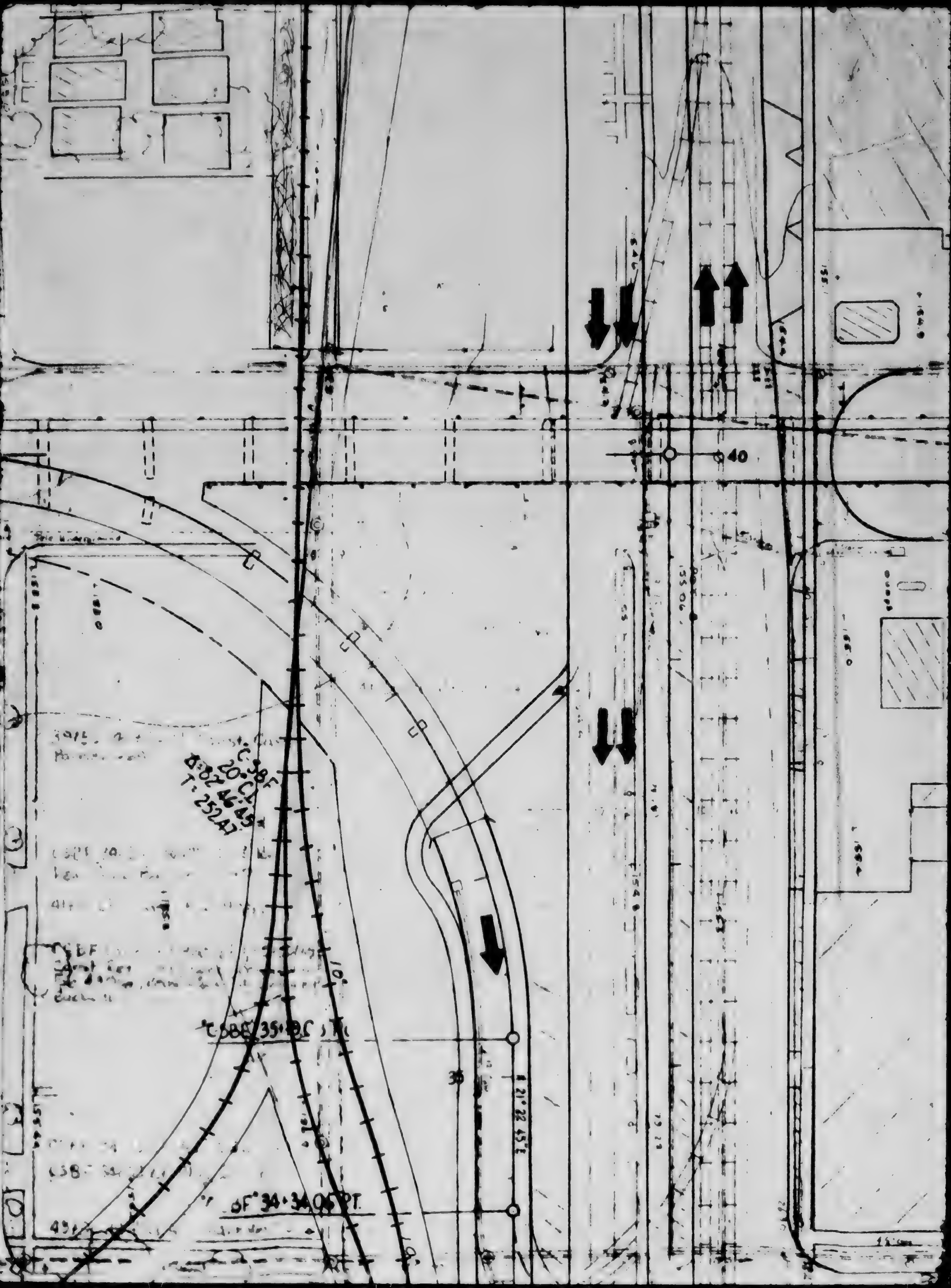40
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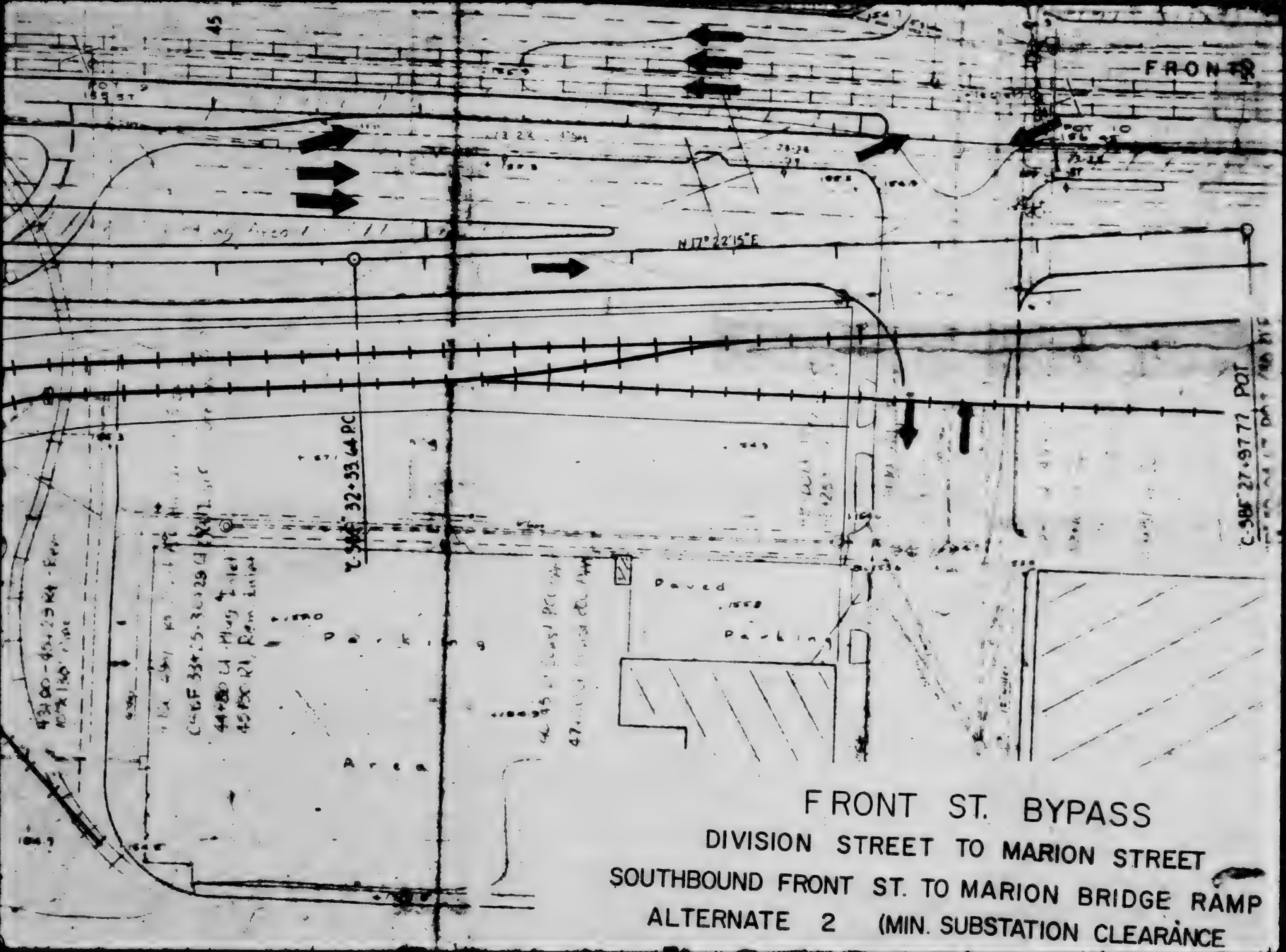
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SOUTHBOUND FRONT ST. TO MARION BRIDGE RAMP
ALTERNATE 2 (MIN. SUBSTATION CLEARANCE

Ed Hunter
Technical Services
O.D.O.T.

MEMORANDUM

FOLLOW-UP
DATE:

TO: Front Street Bypass - Pringle Creek Parkway
Steering Committee

FROM: Ralph W. Lambert, P.E. RWL
Project Engineer

DATE: March 22, 1979

SUBJECT: Front Street Bypass
Division Street to Trade Street
Southbound Front Street to Marion Bridge On-Ramp.

At the March 1, 1979 Steering Committee Meeting, Lew Garrison reinterated his concerns about traffic conflicts and capacity problems at the Division and Commercial proposed traffic signal.

The alternative of a Southbound Front Street Bypass to Marion Street Bridge On-Ramp was discussed.

I was instructed to prepare a detailed report on this ramp for the next Steering Committee Meeting. Attached is that report.

RWL:ds

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TECHNICAL SERVICES

MAR 23 '79

REFER TO

FOR

Info	Invest	R/C	S/R	Sign	Act	File

SOUTHBOUND FRONT STREET TO MARION BRIDGE ON-RAMP

PROBLEM:

Excessive cross traffic conflict at proposed Division at Commercial Traffic Signal. Conflict is Southbound Commercial Street traffic volume v.s. Northbound Front Street Bypass traffic volume.

POSSIBLE SOLUTION:

Future construction of Southbound Front Street to Marion Street Bridge On-Ramp. (SBF → M Ramp). See attached map.

TRAFFIC VOLUME:

Project Traffic that would use SBF → M Ramp is being developed by O.D.O.T. Urban Studies, but will not be available for approximately 2 weeks.

However, we can use 1977 Traffic counts of Commercial at Marion Streets and Commercial at Union Streets to estimate a ramp volume. (See attached traffic data).

Southbound Commcercial to Marion Bridge = 7035
less Eastbound Union to Southbound Commercial St. = 1620 (Part of NBF → M Ramp Traffic)
5415

Total vehicles using Marion Bridge = 21,565 (1977)

% of Marion Bridge Traffic that may use ramp = 5415/21,565 = 25%

Projected Year 2000 Marion Bridge Traffic = 45,000

Projected SBF to M Ramp Traffic 25% of 45,000 = 11,250

DESIGN CONTROLS:

Design SBF → M Ramp as mirror image of existing C → SBF Ramp

Allow for widening of Marion Bridge to 3 or 4 lanes.

Railroad Controls
- Need 22.5' Vertical Clearance top of rail to bottom SBF → M Ramp
- 10° Minimum Horizontal curves on mainline
- 18° Minimum Horizontal curves on West Salem Connection
- Minimum Horizontal Clearance = 8.5 ft. Centerline to face of Wall.
- Railroad right-of-way 15' from track centerline.

DESIGN CONTROLS: (CONTINUED)

Front Street right-of-way controls

Do not touch:
- Marion Square Park
- Northwest corner former Capitol Chevrolet Used Car Building
- Southeast corner Willamette Production Credit
- Southeast corner Steven's Equipment

Front Street lane widths same as prior plans.

Keep Front Street Connection to Front Street Bypass at same location.

Front Street must be back onto prior alignment at Marion Street to fit thru bridge columns.

ADDED COST FOR SBF → M RAMP:

Ramp Construction	$1,200,000
Right-of-way Acquisition, Damages, Relocation (See Attached Report)	850,000
Added Railroad Cost Negligible since not contracted yet	0
Total Added Cost	$2,050,000

IMPACT:

Right-Of-Way

Requires right-of-way acquisition from Chemeketa Investments of Land City sold to Chemeketa Investments in November 1978.

Requires right-of-way acquisition from PGE Substation which was relocated from Pringle Urban Renewal Area in 1975.

Requires right-of-way acquisition from Gilbert House which is of Historical significance. (Only takes land, doesn't touch House).

Marion Square Park

Reduces existing trees between curb and sidewalk along west side of Marion Square Park. (However, does not touch park itself).

Should be less air and noise impact by decreasing traffic on east and south sides of Park.

Riverfront/Greenway Area (See attached report)

Closes Union Street access to Water Street Area. Could move this access to Marion Street.

Riverfront/Greenway Area (Continued)

Reduces total Greenway Area available by virtually eliminating Union Street to Marion Street portion.

Moving Railroad westerly further reduces Greenway Parking, or places higher percentage of Greenway Parking between Railroad and Front Street and thus separated from main Greenway Area which is west of relocated railroad tracks.

Gilbert House is an important element of the Greenway Plan. Moving the railroad closer to the Gilbert House will require acquisition of the easterly 22 feet more or less of this property. In addition, the relocated railroad would be 60 to 90 feet closer to the house than present plans.

Ramp Grade

To keep Front Street Connection to Bypass and clear Railroad (22.5' Clearance) requires 10% ± grade.

This is same as Center Street off ramp temporary connection to Chemeketa Street, which must be closed when icy.

Maximum allowable grade per O.D.O.T. Standards is 6%.

To achieve 6% grade, would require closing Front Street Connection to the Bypass and starting the ramp at Division Street.

If other benefits of ramp are very positive, may be able to obtain O.D.O.T. & F.H.W.A. approved for grades up to 10% ± (Per Dick Nelson O.S.H.D. Region 2 Location).

Bikelane

No room for southbound on street bikeway.

Timing

May require supplemental EIS on added right-of-way acquisition.

Will require modifying City-Burlington Northern Railroad agreement.

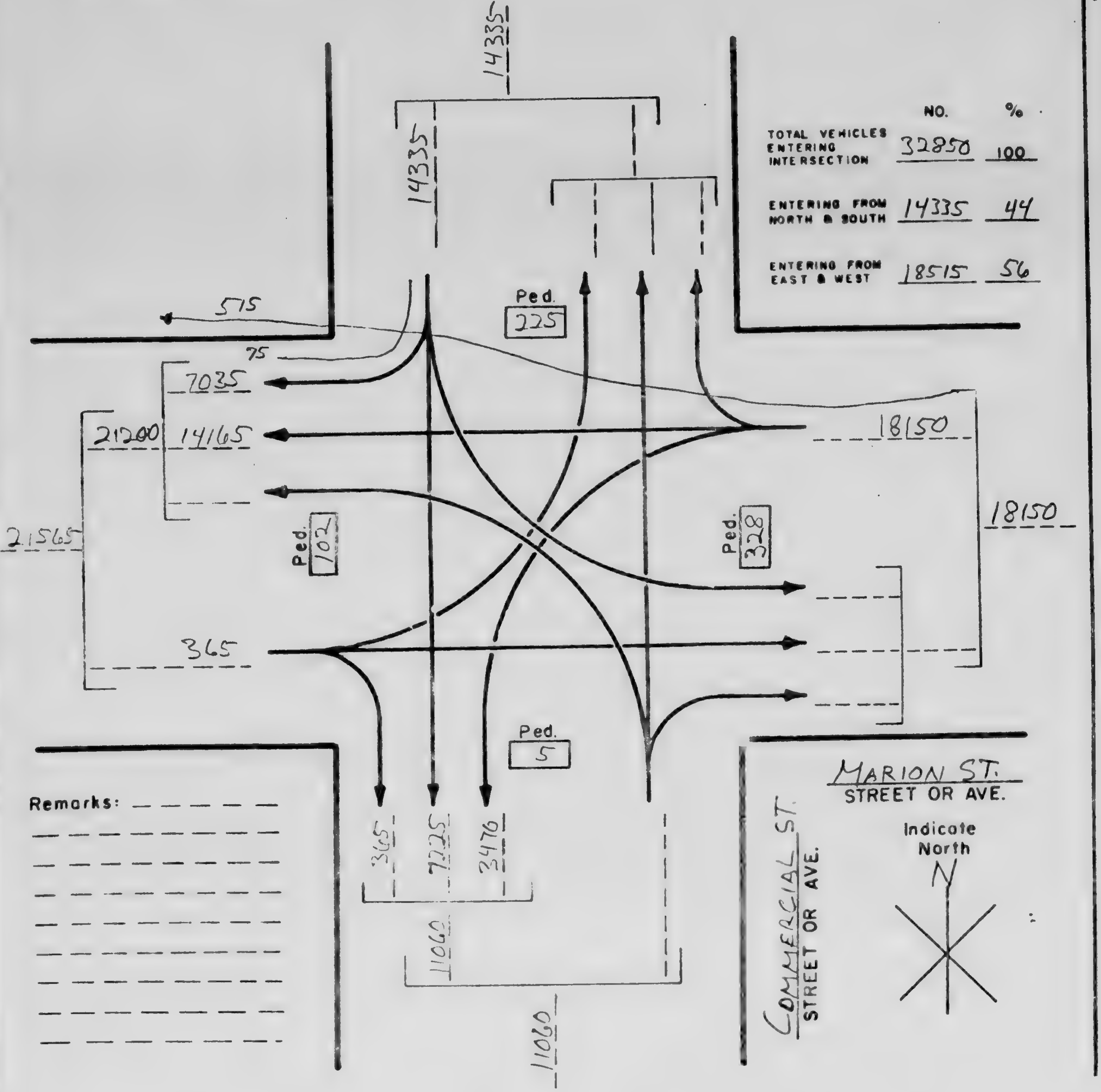
Will require revising railroad and street plans.

Will require time to buy added right-of-way.

CITY OF SALEM ENGINEERING DEPARTMENT
TRAFFIC DIVISION
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE June 9, 1977
DAY OF WEEK Thursday
ACTUAL COUNT (VEH) 12 HRS.
HOURS COUNTED 7 A.M. To 7 P.M.
WEATHER Clear

INTERSECTION OF Commercial St. N.E.
AND Marion St. N.E.
PEDESTRIAN COUNT 12 HRS.
HOURS COUNTED 7 A.M. To 7 P.M.


14335
14335
Ped.
225
575
75
7035
21200
14165
18150
18150
21565
Ped.
702
Ped.
328
365
Ped.
5
365
7225
3470
11060
11060
Marion St.
STREET OR AVE.
Commercial St.
STREET OR AVE.
Indicate North
N

	NO.	%
TOTAL VEHICLES ENTERING INTERSECTION	32850	100
ENTERING FROM NORTH & SOUTH	14335	44
ENTERING FROM EAST & WEST	18515	56

Remarks:

CITY OF SALEM ENGINEERING DEPARTMENT
TRAFFIC DIVISION
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE June 13, 14, 1977

DAY OF WEEK Tues. & Mon.

ACTUAL COUNT (VEH) 12 HRS.

HOURS COUNTED 7 A.M. To 7 P.M.

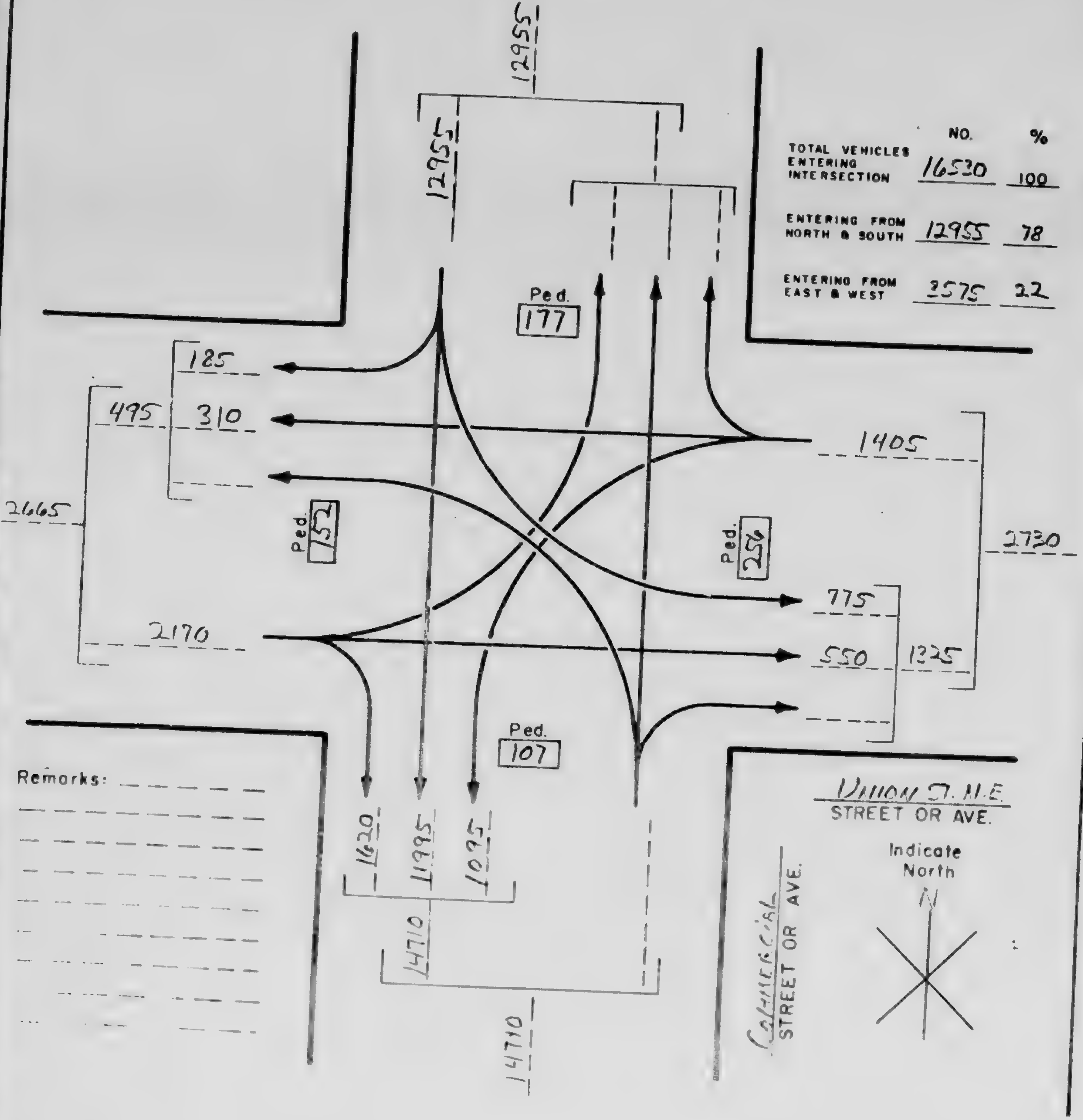
WEATHER Clear

INTERSECTION OF Commercial St. N.E.

AND Union St. N.E.

PEDESTRIAN COUNT 12 HRS.

HOURS COUNTED 7 A.M. To 7 P.M.


12955
12955
Ped. 177
185
495
310
2665
Ped. 152
1405
2730
Ped. 256
775
550
1325
2170
Ped. 107
1620
11995
1095
14710
14710
Indicate North
N

	NO.	%
TOTAL VEHICLES ENTERING INTERSECTION	16530	100
ENTERING FROM NORTH & SOUTH	12955	78
ENTERING FROM EAST & WEST	3575	22

Remarks:

Union St. N.E.
STREET OR AVE.

Commercial
STREET OR AVE.

MEMORANDU

TO: Ralph Lambert, Public Works

FOLLOW UP
DATE:

FROM: Jim Walker, Development Coordinator

DATE: March 19, 1979

SUBJECT: IMPACT OF PROPOSED SOUTHBOUND
FRONT STREET TO MARION BRIDGE ON RAMP
FRONT STREET BYPASS PROJECT

In response to your 3/9/79 memo, I submit the following list of adverse impacts that the subject bridge ramp would have on the Greenway Project area:

1. The proposed ramp crosses the Greenway area east of the PGE Substation. The relocated BN mainline also crosses this area and effectively eliminates proposed Greenway improvements between Marion and Union.
2. The ramp would also require the closure of Union Street west of Front to vehicular traffic. This was the planned secondary entrance to the Greenway area. Relocation of the entrance to some less desirable point to the south for access to the Greenway as well as the PGE substation would be required.
3. The ramp crosses over and above a corner of the PGE substation. This may pose a proximity problem relating to the substation transformers and other electrical equipment.
4. It appears that the relocated BN mainline encroaches on the substation proper along the east side. Acquisition and relocation of this portion of the substation would be extremely expensive if not totally infeasible.
5. The BN mainline is located farther to the west between Marion and Center Streets and therefore reduces the area available for Greenway development. The mainline track passes within 55 feet (current plan shows 120 feet) of the Gilbert House which is slated for rennovation and reuse. The increase in noise and proximity of trains could preclude the reuse of the house.
6. It appears that the addition of the proposed ramp to the north side of the bridge would require all of the planned bridge widening to occur on the south side. If two lanes were added in this fashion the proximity of the bridge structure (and resulting noise) would adversely effect the Gilbert House.

In terms of the Greenway development the proposed ramp appears to have no beneficial aspects.

JW:ah

cc: Robert Briscoe
Jeanne Giordano

MEMORANDUM

TO: Ralph Lambert, Project Engineer

FOLLOW-UP DATE:

FROM: Larry Glassock, Real Estate Supervisor

DATE: March 13, 1979

SUBJECT: FRONT STREET BYPASS
DIVISION STREET TO TRADE STREET SOUTHBOUND
FRONT STREET TO MARION BRIDGE ON-RAMP

Pursuant to your request of March 9, 1979, the following information is submitted:

1. Chemeketa Investments

The physical take for the ramp involves approximately 4400 square feet of land together with a portion of the building. As you are aware, the City just sold the land required for the ramp to Chemeketa Investment Fund to facilitate the relocation of the Far West Building which is presently under construction. It is quite possible that due to the nature of this acquisition, taking a portion of the building and five or six parking spaces, that this could be considered a whole take at approximately $600,000. If we were lucky our liability might be limited to only approximately $200,000 for the partial taking.

2. PGE

I have calculated a partial take along the east line of the PGE property in fee. This would total approximately 4140 square feet at a cost of approximately $25,000. It is anticipated that the wall would be reconstructed during the course of construction and therefore is not included in this estimate. Insofar as the bridge ramp is concerned, it appears that we could get by just acquiring air rights. I have calculated the square footage at approximately 4300 square feet at a cost of approximately $13,000. Any wall construction, of course, would be part of the construction contract and is not considered in the acquisition estimate.

3. Gilbert House (McGilchrist)

The owner of the property involved is the McGilchrist family and not the owner of the Gilbert House. However, the new buyers of the Gilbert House are negotiating with the McGilchrist family for a long term lease for this property. This acquisition would effect the parking arrangements for the Gilbert House as contemplated under its conversion to a restaurant. Inasmuch as the time frame for this acquisition is not available it is difficult to ascertain a valuation particularly in respect to damages to the adjoining property. I will assume however, for the purposes of this estimate, that we will be able to mitigate any damages. Therefore, I would estimate our acquisition of this parcel at $14,500.

4. Steinbock

I have been informed that Mr. Steinbock wishes to sell his entire property. The railroad right-of-way completely severs the access to the rear end of this property. I contemplate that we would be in a position to acquire the entire property at an estimate of $50,000. To this amount must be added the relocation of four renters at a total of $18,000.

5. Peterson

I would surmise that the same situation would arise on this parcel as with Steinbock, therefore, we would be acquiring the entire property at approximately $70,000 with a relocation estimate of $27,000.

Therefore, the total acquisition cost for the bridge ramp and railroad relocation would run from $417,500 on the low side to $817,500 on the high and more realistic side. To this amount must be added an additional 20,000 for closing costs, taxes, appraisal fees, etc. These amounts do not take into consideration any condemnation costs.

LEG:ah

Also add PGE Substation Wall Reconstruction Say 10,000

Total : $847,500

Say $850,000

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: March 19, 1979

In reply refer to: HFO.2-OR/440.1

SUBJECT: Oregon Project M-1705(1)
Pine St.-Trade St. (Front St. Bypass)
Railroad Relocation
Marion County

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Director, Oregon Department of Transportation

In our January 15, 1979 memorandum, we informed you of our tentative determination that railroad relocation work associated with the subject project would not be eligible for Federal participation.

Based on a review by our Legal counsel of a Memorandum of Law submitted by the City of Salem, ORS 772.105, and other pertinent documents, it has been determined that the cost of relocating the railroad tracks in Front Street, as a part of the Front Street Bypass Project, is a legitimate cost of construction and is therefore eligible for Federal-aid participation pursuant to 23 U.S.C. Section 120.

Attached is a March 14, 1979 memorandum by our Legal Counsel setting forth the basis for this determination. Also attached is a copy of the undated Memorandum of Law prepared by David J. De Martino, Assistant City Attorney for the City of Salem.

for G. L. Green

Attachments

cc:
C. O. Fredrickson (ODOT)

4/5 orig to

RECEIVED
STATE HWY ENGR
MAR 23 '79
REFER TO
Mohring
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					/	

NOTED
F. B. KLABOE

RECEIVED
DOT DIRECTOR
MAR 20 '79
REFER TO
[illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
222 S. W. Morrison St.
Portland, Oregon 97204

DATE: March 14, 1979

In reply refer to: HRC-010

SUBJECT: Front Street Bypass -
Railroad Relocation

FROM : Assistant Regional Counsel
Region 10

RECEIVED
MAR 15 1979
OREGON DIVISION

TO : Mr. Glen L. Green
Division Administrator
Salem, Oregon
IFO.2-OR ATTN: Mr. William H. Kappus

As the result of your memorandum of January 15, 1979, tentatively denying Federal participation in the railroad relocation work associated with the subject project, and the meeting on February 7, 1979, with City, State and railroad representatives, the City submitted the attached Memorandum of Law dated March 5, 1979, in support of its position that the City does not have the authority to require the railroad to relocate without compensation, notwithstanding the provisions of the ordinance of the City of Salem dated January 14, 1975, and that therefore this relocation work is eligible for Federal participation.

Based upon my review of the City's memorandum, ORS 772.105 as cited in the City's memorandum, the Oregon Supreme Court's decision in McQuaid v. Portland and Vancouver Railway, 18 Ore. 237, 22 P. 899 (1899), and Southern Pacific Company v. City of Portland, 227 U.S. 559 (1913), I concur in the City's conclusion that it does not have the authority to require the railroad to relocate its railroad tracks on Front Street unilaterally. Rather, the City is required to obtain the concurrence of the railroad in such relocation, and the railroad can place such reasonable requirements as it deems appropriate, including reimbursement for the cost of relocating, as a condition for its concurrence. Having concluded that pursuant to ORS 772.105 the City cannot require the railroad to relocate its tracks without the railroad's concurrence, I do not consider it necessary or appropriate to rule on the City's further contention that the City does not have the power to oust the railroad in accordance with its 1975 ordinance without the approval and authorization of the Interstate Commerce Commission.

ORS 772.105(2) authorizes private railroads within the State of Oregon to appropriate for their use as railroad right-of-way so much of any city street, alley, or public ground as is necessary and convenient for the location and construction of such railroad trackage. While this statute does not oust the public from also using such roads for public travel, it gives the railroad the right to jointly use such public roads or streets. The Oregon Supreme Court in McQuaid v. Portland and Vancouver Railway, supra, stated the following:

> "These provisions of the statute . . . authorize the appropriation by a railway corporation of so much of a public road or street as may be necessary and convenient in the location and construction of its road. The appropriation, however, is only of a part of the easement or use secured to the public in the land embraced within the public road or street." McQuaid, supra, at 249.

> "The statute to which reference has been made is of long standing and contains the only provision which authorizes a railway corporation to appropriate, eo nomine, a part of the public highway for the location and construction of its road. The authority of the statute has been invoked and applied in every instance in which a railroad has been located and constructed across or along a highway in the State and has never been questioned. To determine at this late date that it is practically a nullity . . . would operate injuriously to the community." McQuaid, supra, at 251.

In a subsequent decision by the Supreme Court of the United States concerning a City of Portland ordinance that prohibited the operation of steam locomotives on tracks located within the City of Portland, the Supreme Court treated this grant of legislative authority as a "State franchise". The Court's opinion included the following statements:

> "The City was not limited to merely naming the thoroughfare or giving or refusing its consent. But - provided it did not defeat the State franchise - could fix terms and reserve powers beyond those otherwise possessed by it as a municipality." Southern Pacific, supra, at 571-572.

> "The power to regulate does not authorize the city to prohibit the use of the tracks in hauling freight cars . . ." Southern Pacific, supra, at 573.

In sum, both the Oregon Supreme Court and the United States Supreme Court have interpreted ORS 772.105 as granting railroads a State franchise in the streets to the extent that such streets are necessary for the construction and location of railroad trackage. This being the state of the law in Oregon, the City of Salem does not have the authority to unilaterally oust the railroad from its City streets without the consent of the railroad. It is therefore my opinion that the cost of relocating the railroad tracks in Front Street as a part of the Front Street Bypass Project is a legitimate cost of construction and therefore eligible for Federal-aid participation pursuant to 23 U.S.C. §120.

James F. Zotter

James F. Zotter

Attachment:
Memorandum of Law

cc: Mr. David J. De Martino
Assistant City Attorney
City of Salem
555 Liberty Street
Salem, Oregon 97301

WILLIAM J. JUZA
CITY ATTORNEY
555 LIBERTY ST. S.E.
SALEM, OREGON 97301
TEL. 588.6003

In the Matter of Front Street)
Bypass - Railroad Relocation)

MEMORANDUM OF
LAW

INTRODUCTION

The City of Salem is planning the removal of railroad tracks from Front Street in the City of Salem to permit the Front Street Bypass Project. Trackag in Front Street will be relocated to the west side of the street. This track includes the main line of Burlington Northern. Under an agreement dated April 7, 1977, between the City and the State of Oregon portions of Front Street in question will become a part of the State Highway System, Pacific Highway East (ORE 99E).

Under this agreement the City has the responsibility to remove and relocate the trackage as indicated.

In years past, the City of Salem has adopted ordinances permitting the Oregon Electric Railway to operate in Front Street for a specific number of years subject to removal of the tracks at the conclusion of the term. These ordinances have not always run consecutively. The tracks have existed in Front Street since 1907.

Question has been raised whether the costs involved in the relocation of tracks in Front Street are eligible for federal participation.

FEDERAL PARTICIPATION

We have attached a copy of a letter opinion dated February 19, 1979,

WILLIAM J. JUZA
CITY ATTORNEY
555 LIBERTY ST. S.E.
SALEM, OREGON 97301
TEL. 588-6003

from counsel for Southern Pacific Transportation Company. We conclude, as did Mr. Gould, that a railroad is not an utility within the meaning of Federal Statutes. However, the Federal Highway Administration will participate in the relocation costs of the trackage under 23 CFR Part 646, Subpart B - Railroad-Highway projects. The federal agency has indicated that because of a city ordinance passed in 1975 providing for the removal of all tracks at the termination of the franchise, the railroad is obligated to remove its tracks at its own expense.

ISSUE

The question to be resolved is whether the proposed agreement between the City of Salem and the railroad that the City will pay the relocation costs should be approved as eligible for federal participation.

CITY'S CONTENTIONS

No legal and enforceable contract existed between the railroad and the City of Salem whereby the City could oust the railroad out of the public street based on the ordinance dated 1975 or prior ordinance for the following reasons:

(a) The railroad tracks in Front Street are the result of a state franchise and such right cannot be terminated by a city ordinance setting a termination date.

(b) The Interstate Commerce Commission has paramount authority and the city cannot enforce any ordinance unless the Commission approves the removal of trackage along Front Street.

DISCUSSION

A. ORS 772.105 CONSTITUTES A STATE FRANCHISE WHICH DOES NOT PERMIT THE CITY OF SALEM TO OUST THE RAILROAD FROM FRONT STREET BASED UPON A FIXED TERMINATION PERIOD IN A CITY ORDINANCE.

ORS 772.105 states:

> "(1) When it is necessary or convenient in the location of any railway to appropriate any part of any public road, street, alley or public grounds not within the corporate limits of a municipal corporation, the county court of the county wherein such road, street, alley or public grounds is located, may agree with the corporation constructing the road, upon the extent, terms and conditions upon which the same may be appropriated or used, and occupied by such corporation. If the parties are unable to agree, the corporation may appropriate so much thereof as is necessary and convenient in the location and construction of the road.
>
> "(2) Whenever a private corporation is authorized to appropriate any public highway or grounds as mentioned in subsection (1) of this section, within the limits of any town, whether incorporated or not, such corporation shall locate their road upon such particular road, street, alley or public grounds, within such town as the local authorities designate. If the local authorities fail to make such designation within a reasonable time when requested, the corporation may make such appropriation without reference thereto."

This statute was construed in Southern Pacific Company v. City of Portland, 227 US 559 (1913). In that case, the City of Portland passed an ordinance permitting the Oregon Central Railroad Company to place tracks along the center of Fourth Street in Portland, Oregon. It further set forth certain conditions that if breached, the City could declare a forfeiture and require removal of tracks. The ordinance was accepted by the railroad. The tracks had been in operation since 1871. In 1907 the City Council passed an ordinance prohibiting the operation of steam locomotives. The lower court held that the City could prohibit the use of steam locomotives. The Supreme Court affirmed and enjoined the running of steam locomotives. The court construed Oregon Code § 5077 and § 5070 which were renumbered ORS 772.105. This law has been in effect prior to 1887.

The court stated (P. 571-572):

> "* * *the power to designate the street on which railroad tracks could be located was equivalent to the power to consent to the use of that street. The City was not limited to merely naming the thoroughfare or giving or refusing the consent. But - *provided they did not defeat the state franchise* - could fix terms and reserve powers beyond those otherwise possessed by it as a municipality." (Emphasis supplied.)

Continuing the court said:

> "But while the power to regulate does not authorize the City to prohibit the use of the tracks in handling freight cars, it may legislate in the light of facts and conditions which would make restrictions reasonable and valid regulations."

Accordingly, the City of Salem could enforce reasonable operating conditions on the railroad, however, imposing a set termination date on the railroad would not be a valid condition.

B. SINCE THE INTERSTATE COMMERCE COMMISSION HAS REGULATORY AUTHORITY OVER THE TRACKAGE ALONG FRONT STREET, THE CITY OF SALEM DOES NOT HAVE THE POWER, WITHOUT THE APPROVAL OF SAID COMMISSION, TO OUST THE RAILROAD EVEN IF THE 1975 ORDINANCE WAS NOT IN CONFLICT WITH THE STATE FRANCHISE.

Assuming for the purpose of argument that the fixed termination clause in the City's ordinance was within its police power, the City is powerless to enforce the ordinance. In McQuillan, Municipal Law § 34.62 it is stated:

> "If the grantee of the franchise sought to be forfeited is an interstate utility, the approval of the Interstate Commerce Commission or other regulatory body may be prerequisite to court action for forfeiture."

The foundation for this proposition is found in a number of federal cases.

In Thompson v. Texas Mexican R. Co., 328 US 134 (1946) two interstate carriers entered into written contracts for use of terminal facilities. The agreement further provided that the agreement could be terminated without giving any reason upon twelve months notice. One carrier filed a petition for reorganization and the other terminated the agreement. The trial court held the contract was terminated. The Supreme Court took review and reversed.

The court made this observation about the impact of § 1(18) of the Interstate Commerce Act (at P. 147):

> "There would be no difference in result merely because the trackage contract expired by its terms or was terminated by operation of an escape clause. Until abandonment is authorized, operations must continue. While they continue, trackage rights are being enjoyed."

The court further stated at P. 149:

> "The commission has the power under § 1(18) to refuse to allow abandonment of the operations."

And in Colorado v. United States, 271 US 153 (1926) the State of Colorado set aside portions of an order of the Interstate Commerce Commission

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permitting abandonment of a branch line in Colorado. In affirming the order of the commission, the court said, through Justice Brandeis (at P. 165-166):

> "The exercise of federal power in authorizing abandonment is not a field reserved to the state. The obligation assumed by the corporation under its charter of providing intrastate service on every part of its line within the state is subordinate to the performance by it of its federal duty, also assumed, efficiently to render transportation services in interstate commerce.
>
> * * * *
>
> "Because the same instrumentality serves both, Congress has power to assume not only some control, but paramount control, insofar as interstate commerce is involved. It may determine to what extent and in what manner intrastate service must be subordinated in order that interstate service may be adequately rendered. The power to make the determination inheres in the United States as an incident of its power over interstate commerce."

Continuing in this vein, the court said page 167:

> "As every projected abandonment of any part of a railroad engaged in both interstate and intrastate commerce may conceivably involve a conflict between state and national interests, the consent of the Commission must be obtained by the railroad in every case."

Section § 1(18) of the Interstate Commerce Act is now 49 USC 10903 (Public Law 95-473, Nov., 1978 - U.S. Code Congressional Administrative News), which provides:

> "(a) A rail carrier providing transportation subject to the jurisdiction of the Interstate Commerce Commission** - may -
>
> (1) Abandon any part of its railroad lines; or
>
> (2) Discontinue the operation of all rail transportation

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> over any part of its railroad lines; only if the commission finds that present or future public convenience and necessity require or permit the abandonment or discontinuance. In making the finding, the Commission shall consider whether the abandonment or discontinuance will have a serious adverse impact on rural and community development."

Section 10907 of this same act (Public Law 95-473) states in part:

* * *

> (a) The Commission does not have authority over -
>
> (1) the * * *abandonment, or discontinuance of spur, industrial, team, switching, or side tracks if the tracks are located, or intended to be located, entirely in one state; or
>
> (2) a street, suburban, or interurban electric railway that is not operated as part of a general system of rail transportation."

In the recent past, the federal court confronted with a city's attempts to oust a railroad from public streets, has uniformly held that the Interstate Commerce Commission has primary jurisdiction.

In City of Des Moines, Iowa v. Chicago & N.W. Ry. Co., 264 F2d 454 (8th Cir., 1959), the City of Des Moines sought to prohibit the defendant railroad from using East Fourth Street in the City as part of its right-of-way, and declared a forfeiture by the railroad for violating certain provisions of a franchise agreement. The trackage in question was part of the main line and freight interchange at a transfer yard.

In holding that the railroad was not obligated to move until the Interstate Commerce Commission had acted adversely, the court said

P 457:

> "Regardless, however, of whether a valid forfeiture would have existed under the ordinance, a court could still not decree an ouster of the railway from the street so long as this might mean an abandonment or discontinuance of a portion of the railway's line, until the Interstate Commerce Commission gave its permission to such abandonment or discontinuance being made." (Citations omitted.)

P 457:

> "****, it is as much necessary that authorization should be obtained from the Interstate Commerce Commission for abandonments of lines or operations in public streets as for abandonment of other portions of a railroad's lines or operations."

Regarding the question of relocation, the court stated at pages 458-459:

> "The substantialities of physical changes involved are also here mixed in with scopes of acquisition, expenditure, or arrangement with other carriers, which themselves could conceivably create differences affecting the public convenience and necessity now being served.

* * *

> "On all these considerations, it seems clear to us that the situation is one which a court does not have an initial right to examine and appraise but which must be referred to the Commission for answer, before any ouster could at all be decreed or whether such changes are capable of being made as not to affect the public convenience and necessity being served."

Another case where a city called for removal of rails in a street is New Orleans Terminal Company v. Spencer, 366 F2d 160 cert. denied 386 US 942 (5th Cir., 1966). In 1942 Jefferson Parish enacted an ordinance which gave railroad permission to make certain road crossings. In 1959 the former ordinance was terminated and the railroad was given thirty days to remove tracks. In the New Orleans case the court made a number of observations about the ability of a city to order the removal of tracks. At page 163 the court said:

> "If the tracks could not be abandoned without the approval of the Interstate Commerce Commission, the ordinance would be unenforceable unless that approval was obtained.

* * * *

CONCLUSION

Burlington Northern has never accepted the terms of the 1975 ordinance. The tracks in Front Street are located by virtue of a state franchise. Thus the City's attempt to oust the railroad would not be successful. In any event, the Interstate Commerce Commission has primary jurisdiction over the tracks in Front Street and the City of Salem would fail in its attempt to remove the tracks without the concurrence of the Commission.

Under the circumstances, the proposed agreement with the railroad to assume the relocation costs is reasonable since without the agreement the project could not be completed as contemplated.

Under 23 CFR Part 646, the railroad relocation costs are eligible for federal participation.

Respectfully submitted,
WILLIAM J. JUZA
CITY ATTORNEY

By: David J. DeMartino
David J. DeMartino
Assistant City Attorney

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: January 15, 1979

In reply refer to: HFO.2-OR

SUBJECT: Oregon Project M-1705(1)
Pine Street - Trade Street
Front Street Bypass
Railroad Relocation

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Director
Oregon Department of Transportation
Salem, Oregon

We have reviewed the January 14, 1975 City of Salem ordinance which granted the Burlington Northern Railroad a franchise to construct and operate a railroad track on Front Street between Division and Trade Streets. Based on that review, it is our tentative determination that the railroad relocation work proposed on the subject project is not eligible for Federal participation.

Attached is a January 5, 1979 memorandum by our Legal Counsel setting forth the basis for this determination. We are available to meet with you and the City of Salem representatives, and/or review any additional documents or memoranda of law pertinent to this subject.

G.K. [illegible]
for G. L. Green

Attachment

cc:
E. S. Hunter (ODOT)

RECEIVED
ODOT OPERATIONS
JAN 1[illegible] '79
REFER TO
[illegible]

orig to
1-19

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
222 S. W. Morrison St.
Portland, Oregon 97204

DATE: January 5, 1979

In reply refer to: HRC-010

☑ [illegible]
☑ [illegible] OPER
☑ FLD OPER
☑ AREA ENG Az
☐ PROG ASST
☐ RT OF WAY
☐ BRIDGE
☐ PROG DEV
☐ PLANNING
☐ SAF COORD
☐ ENV COORD
☐ R & T
☐ FIN MGR
☐ [illegible] SPEC
☐ [illegible] SPEC
☐ AUDITOR

SUBJECT: Front Street Bypass - Railroad Relocation

FROM: Assistant Regional Counsel
Region 10

TO: Mr. Glen L. Green
HDA-OR Division Administrator
Salem, Oregon
HFO.2-OR ATTN: Mr. William H. Kappus

You requested that we review certain documents to determine whether the City of Salem would be eligible for Federal participation if it relocated certain Burlington Northern railroad tracks and appurtenances necessary for the Front Street Bypass project at no cost to the Railroad.

Pursuant to the Federal-aid Highway Act and the regulations issued pursuant thereto, a State is eligible for Federal participation in costs incurred in relocating utility facilities pursuant to a Federal-aid highway project so long as the payment of such costs does not violate the law of the State or any legal contract between the utility and the State. See 23 U.S.C. 123(a), 23 CFR 645.103(a)(2). For purposes of these provisions, where the project is being administered by a local unit of government, such as the City of Salem, the term "State" includes such local units of government.

Included among the documents which you furnished is an ordinance of the City of Salem dated January 14, 1975, granting the Burlington Northern Railroad a franchise to construct and operate for a one-year period a single railroad track and certain appurtenances along and upon certain named City streets. This includes a section of track on Front Street between Division and Trade Streets that must be relocated as part of the Front Street Bypass project. As we understand it, the franchise granted by this ordinance expired on January 16, 1976, and has not been renewed. Section 6 of the ordinance provides that:

> "In case of revocation or at the termination of this franchise, the said grantee shall, within sixty (60) days, remove all tracks and appurtenances constructed under this franchise and shall put those portions of

RECEIVED
JAN [illegible] 1979
[illegible] DIVISION

> the streets affected by such removal in a condition as good as are the adjoining portions of said street at the time of removal; all to be done as directed by and to the satisfaction of the director of public works."

As we interpret this provision, the Burlington Northern Railroad is currently required to relocate any trackage covered by this ordinance which is not located on Railroad-owned land at no cost to the City. Any payment by the City would, in our opinion, constitute a "violation of a legal contract between the utility and the State" within the meaning of 23 U.S.C. 123 and 23 CFR 645.103(a)(2) and would therefore not be eligible for Federal participation.

We are hesitant at this time, however, to make any conclusive determination on this matter due to the fact that the proposed construction agreement between the City and the Railroad may be based in part on the Railroad's relinquishment of certain right-of-way interests that it owns for trackage other than that located on Front Street that is needed for the bypass project.

We would, therefore, recommend that you advise the State that it is our tentative determination that the relocation work in question is not entitled to Federal participation, but offer the State (in essence the City) the opportunity to explain why, notwithstanding §6 of the Ordinance, the Railroad is entitled under State law to have its tracks relocated at no cost. We would be available to review any such supporting documents or memorandums of law submitted by the State, or participate in any meetings the State may request to explain their position.

James F. Zotter

James F. Zotter

Salem

STATE OF OREGON **INTEROFFICE MEMO**

Highway - Traffic (DEPT.) 378-6537 (TELEPHONE)

TO: D. O. Christensen ATTN: Lyle Watson
Final Design Engineer

DATE: March 13, 1979

FROM: L. E. George
Traffic Engineer

SUBJECT: Approved Sign Study Plans
Division Street-Trade Street (Salem) Section
FAU 1705 (Front Street)
Marion County

Attached are two prints of the approved sign study plans for the above named section.

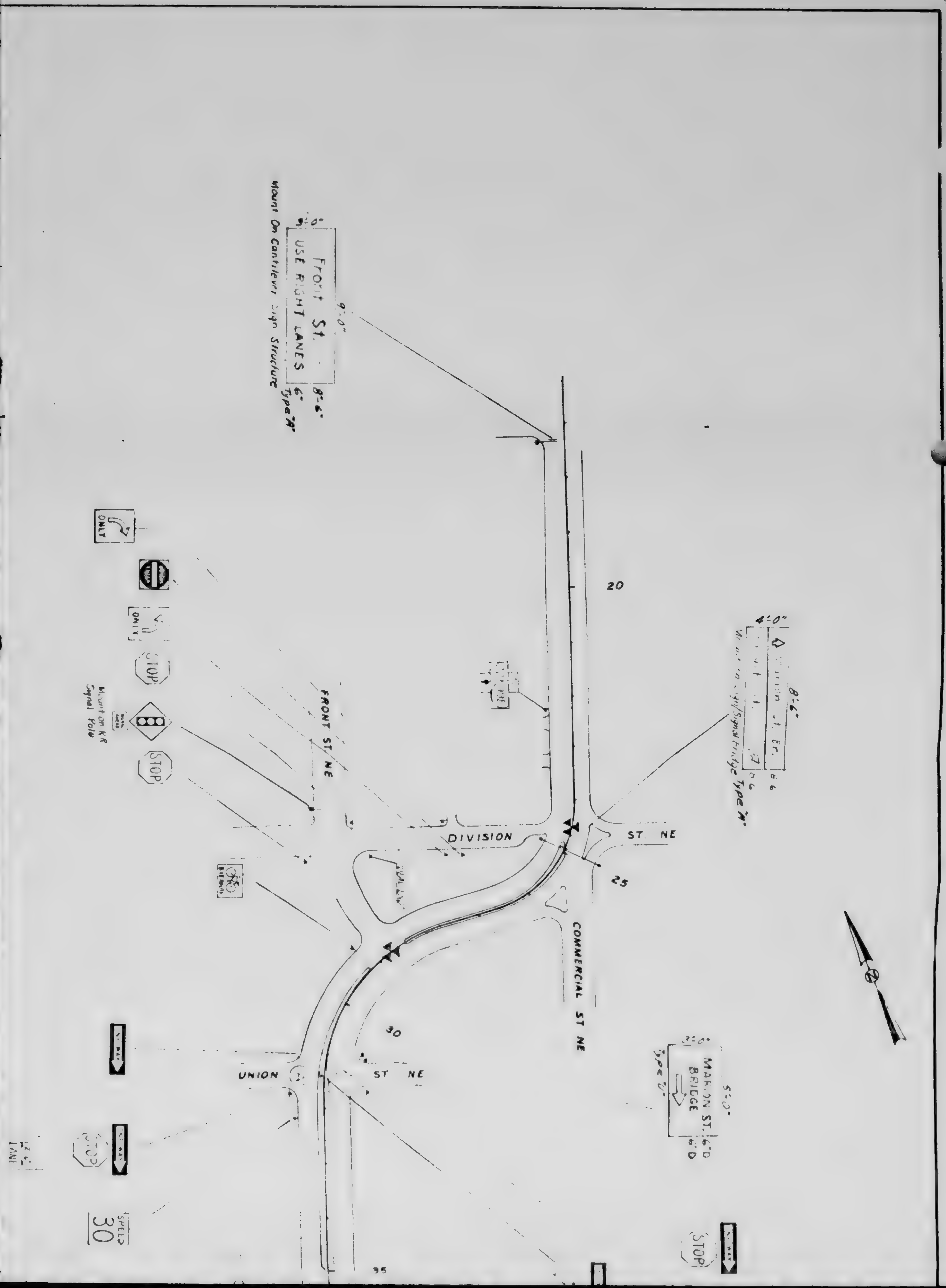
L. E. George
Traffic Engineer

ELS:cs
Attachments

cc: C. O. Fredrickson w/att.
F. T. Lacey w/att.
R. Kuehn w/att.

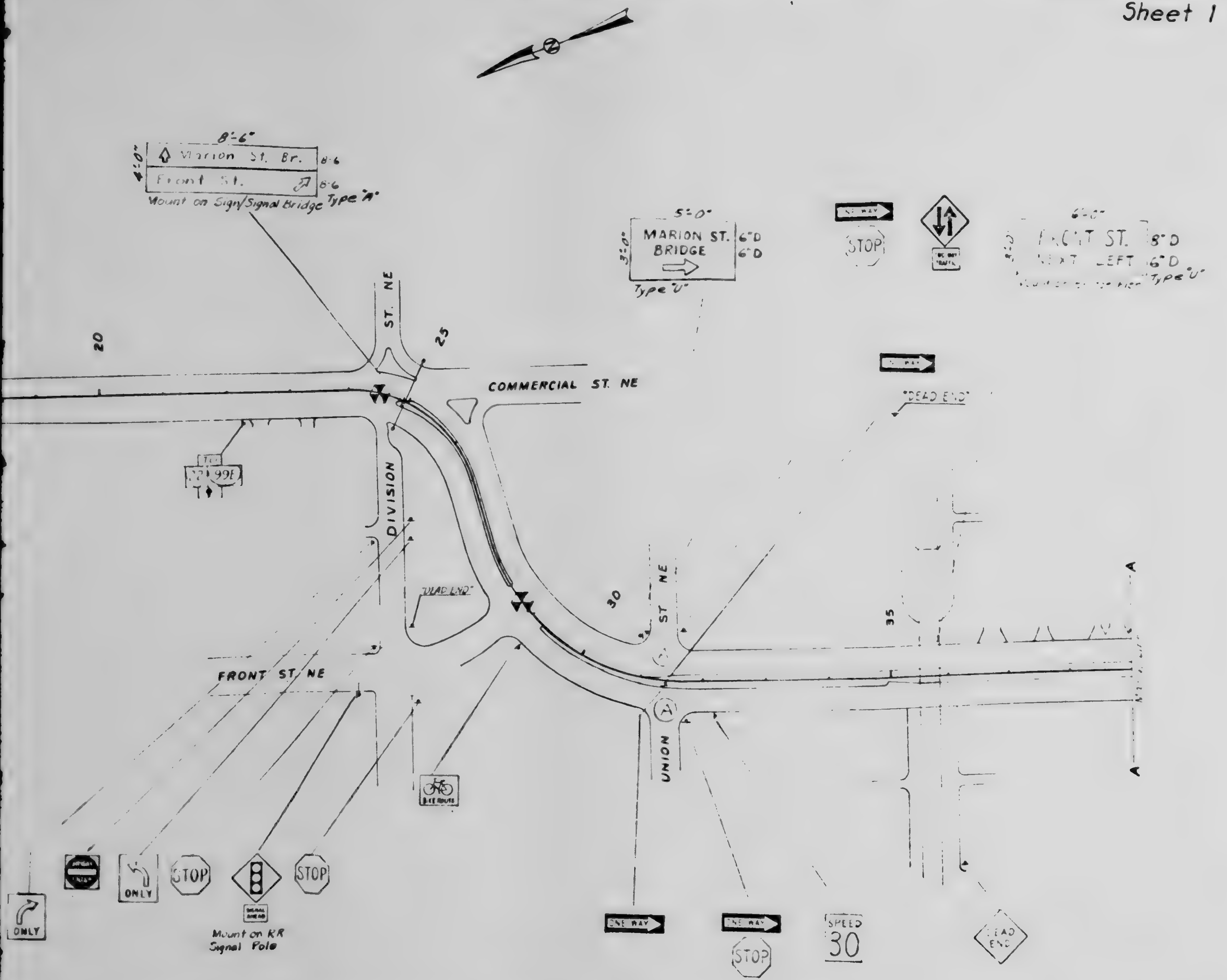
REFERRED TO
Staudenmeyer
Gale
Sample
Eriksen
Watson
Hager
Dorn
Lou
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Versteeg
Christensen
RECEIVED
[illegible]
ENGINEERING SECTION
Trout
Do Not File ☐
Return To
Follow Up
Action

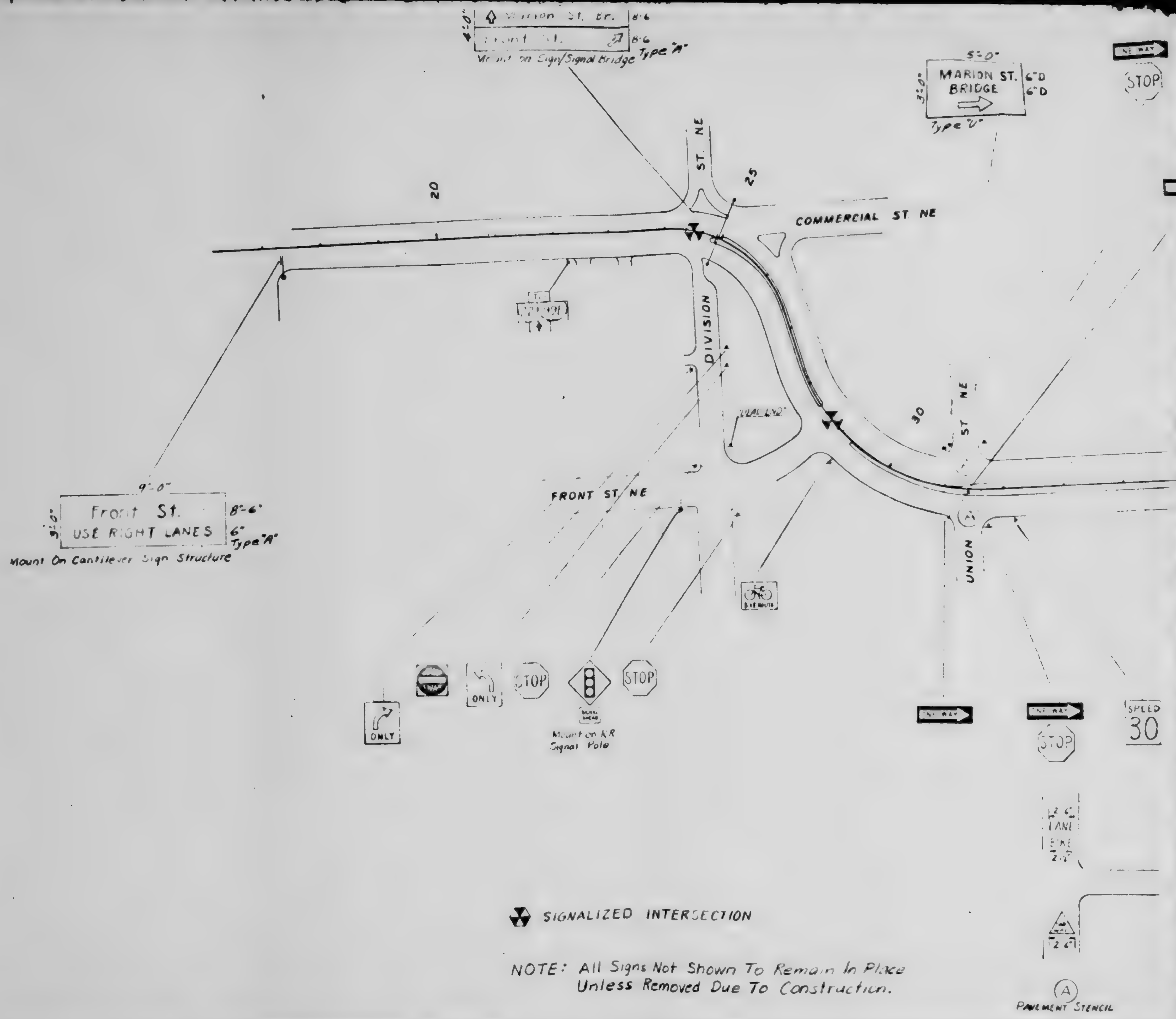


Front St.
USE RIGHT LANES
9'-0"
8'-6"
6"
Type "A"
Mount On Cantilever Sign Structure
20
25
30
35
DIVISION
ST. NE
FRONT ST NE
COMMERCIAL ST NE
UNION
ST NE
ONLY
STOP
Mount on RR Signal Pole
4'-0"
8'-6"
Type "A"
MARION ST. BRIDGE
5'-0"
Type "D"
SPEED 30

Sheet 1 of 2

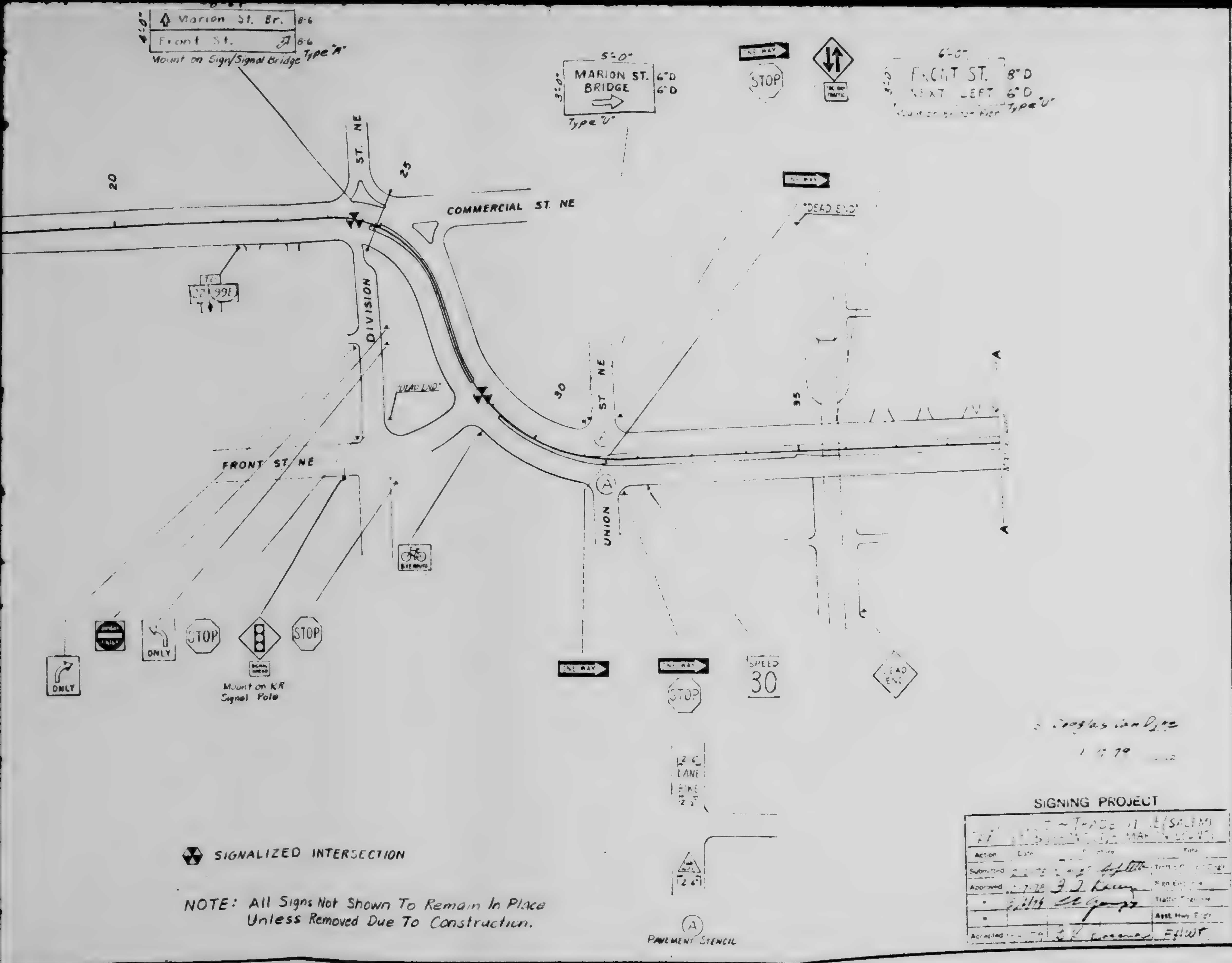

8'-6"
4'-0"
Marion St. Br. 8-6
Front St. 8-6
Mount on Sign/Signal Bridge Type "A"
5'-0"
3'-0"
MARION ST. 6"D
BRIDGE 6"D
Type "U"
6'-0"
FRONT ST. 8"D
NEXT LEFT 6"D
Type "U"
ONE WAY
STOP
"DEAD END"
20
25
30
35
ST. NE
COMMERCIAL ST. NE
DIVISION
99E
"DEAD END"
FRONT ST NE
ST NE
UNION
A
A
A
ONLY
ONLY
STOP
STOP
Mount on RR Signal Pole
ONE WAY
ONE WAY
STOP
SPEED 30
DEAD END

S Douglas VanDyke
1 11 90


4'-0"
Marion St. Br. 8-6
Front St. 8-6
Mount on Sign/Signal Bridge Type "A"
5'-0"
3'-0"
MARION ST. BRIDGE 6"D 6"D
Type "U"
ONE WAY
STOP
20
ST. NE
25
COMMERCIAL ST NE
DIVISION
30
ST NE
FRONT ST NE
UNION
9'-0"
3'-0"
Front St.
USE RIGHT LANES
8'-6"
6"
Type "A"
Mount On Cantilever Sign Structure
ONLY
STOP
STOP
SIGNAL AHEAD
Mount on K.R Signal Pole
BIKE ROUTE
ONE WAY
ONE WAY
STOP
SPEED 30
2'6"
LANE
BIKE
2'6"
2'6"
A
PAVEMENT STENCIL

SIGNALIZED INTERSECTION

NOTE: All Signs Not Shown To Remain In Place
Unless Removed Due To Construction.

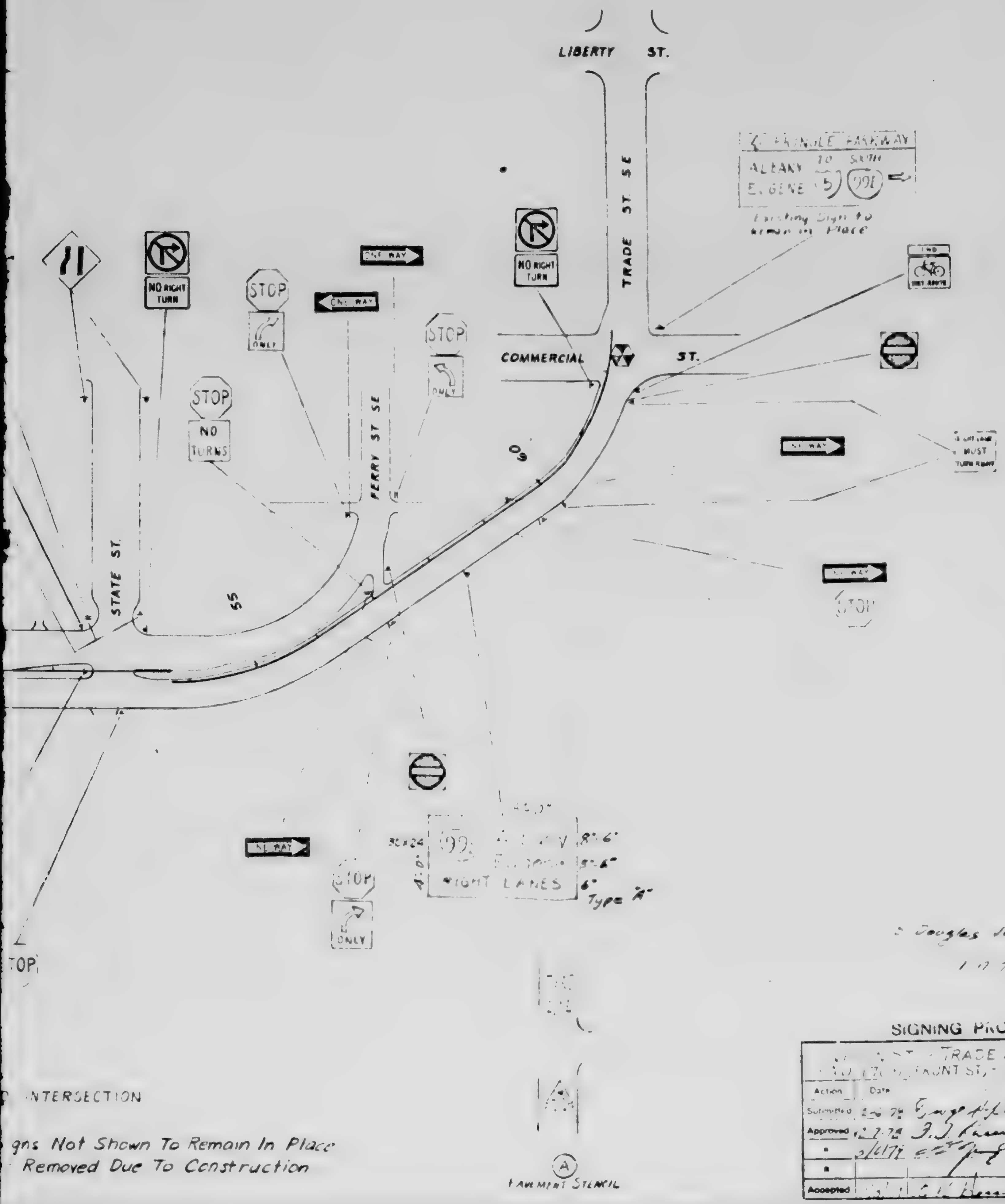

Marion St. Br. 8-6
Front St. 8-6
4'-0"
Mount on Sign/Signal Bridge Type "A"
5'-0"
3'-0"
MARION ST. BRIDGE 6"D 6"D
Type "U"
ONE WAY
STOP
TWO WAY TRAFFIC
6'-0"
3'-0"
FRONT ST. 8"D
NEXT LEFT 6"D
Mount on Bridge Pier Type "U"
20
ST. NE
25
COMMERCIAL ST. NE
TO 22 99E
DIVISION
"DEAD END"
30
ST NE
35
FRONT ST NE
A
UNION
BIKE ROUTE
ONLY
STOP
SIGNAL AHEAD
Mount on RR Signal Pole
ONE WAY
SPEED 30
DEAD END
BIKE LANE
SIGNALIZED INTERSECTION
NOTE: All Signs Not Shown To Remain In Place Unless Removed Due To Construction.
A
PAVEMENT STENCIL

1 '79

SIGNING PROJECT

[illegible] ~ [illegible] (SALEM)			
Action	Date	Signature	Title
Submitted	[illegible]		Traffic Control Engr
Approved	[illegible]-78		Sign Engineer
•			Traffic Engineer
•			Asst. Hwy Engr
Accepted	[illegible]		Eng. W.T.

Sheet 2 of 2


LIBERTY ST.
TRADE ST. SE
COMMERCIAL ST.
FERRY ST SE
STATE ST.
55
NO RIGHT TURN
NO RIGHT TURN
STOP
ONLY
STOP
NO TURNS
ONE WAY
ONE WAY
STOP
ONLY
PRINGLE PARKWAY
ALBANY
EUGENE
TO
SOUTH
5
99E
Existing Sign to remain in Place
END
BIKE ROUTE
ONE WAY
RIGHT LANE MUST TURN RIGHT
ONE WAY
STOP
ONE WAY
STOP
ONLY
STOP
99E
ALBANY
EUGENE
RIGHT LANES
36x24
8"-6"
8"-6"
6"
4'-0"
Type "A"
A
PAVEMENT STENCIL
INTERSECTION

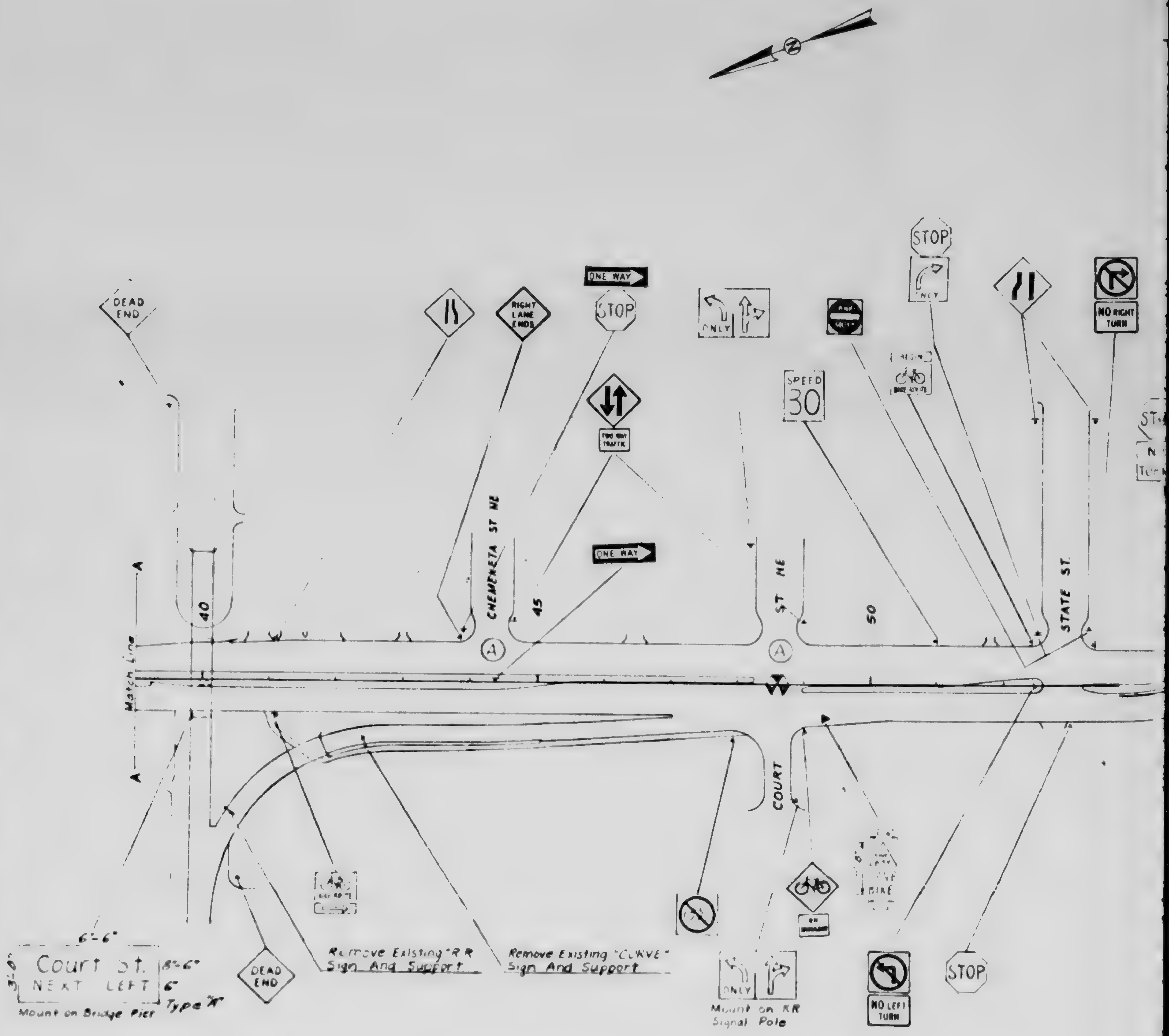
…gns Not Shown To Remain In Place
… Removed Due To Construction

Douglas Van Dyke
1 17 79

SIGNING PROJECT

TRADE ST. SE (SALEM)
FRONT ST. - MARION COUNTY

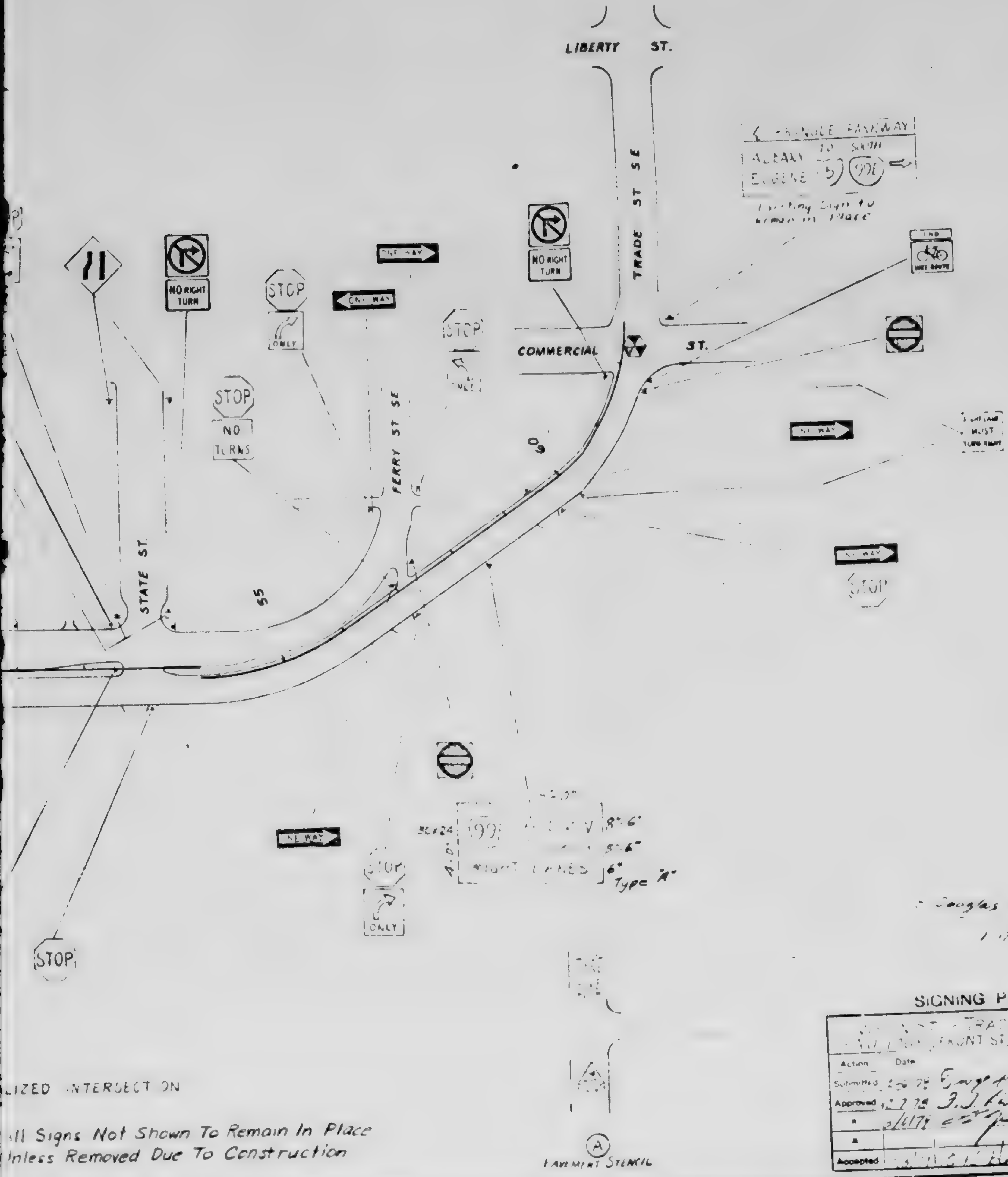
Action	Date		
Submitted	2-6-79		
Approved	12-7-78		
"	2/6/79		Traffic
"			Asst Hwy Engr
Accepted			


DEAD END
RIGHT LANE ENDS
ONE WAY
STOP
ONLY
TWO WAY TRAFFIC
SPEED 30
BEGIN BIKE ROUTE
STOP
ONLY
NO RIGHT TURN
ONE WAY
40
CHEMEKETA ST NE
45
ST NE
50
STATE ST.
A
A
Match Line
A
A
COURT
6'-6"
3'-0"
Court St.
NEXT LEFT
8'-6"
6"
Type "A"
Mount on Bridge Pier
DEAD END
Remove Existing "R R" Sign And Support
Remove Existing "CURVE" Sign And Support
ONLY
Mount on RR Signal Pole
BIKE
NO LEFT TURN
STOP

SIGNALIZED INTERSECTION

NOTE: All Signs Not Shown To Rem
Unless Removed Due To Co

Sheet 2 of 2


LIBERTY ST.
TRADE ST SE
COMMERCIAL ST.
FERRY ST SE
STATE ST.
NO RIGHT TURN
NO RIGHT TURN
STOP
ONLY
ONE WAY
ONE WAY
STOP
NO TURNS
STOP
ONLY
ALBANY TO SOUTH
EUGENE 5 99E
Existing Sign to remain in Place
END
BIKE ROUTE
ONE WAY
RIGHT LANE MUST TURN RIGHT
ONE WAY
STOP
ONE WAY
STOP
ONLY
36x24
99E
RIGHT LANES
8" 6"
5" 6"
6" Type "A"
STOP
PAVEMENT STENCIL
A

Douglas Van Dyke

1-17-79

lIZED INTERSECTION

ll Signs Not Shown To Remain In Place
Unless Removed Due To Construction

SIGNING PROJECT

TRADE ST. SE (SALEM)
FRONT ST., MARION COUNTY

Action	Date		
Submitted	2-6-79	George Hoffitt	
Approved	2-7-79	J. J. Kuney	
"	2/11/79	[illegible]	
"			Asst Hwy Engr
Accepted	[illegible]	[illegible]	[illegible]

Salem

CITY
OF SALEM,
OREGON

February 21, 1979

Duane Christensen, Final Design Engineer
Oregon Department of Transportation
State Transportation Building
Salem, OR 97310

Re: Front Street ByPass FAUS 1705
Division Street - Trade Street Section
Final Design Miscellaneous Items

Dear Mr. Christensen:

You had requested information regarding vehicular street closures during construction.

A. East side of Front Street:
  1. Marion and Center Streets can be closed at East edge Front Street. Provide U-Turn area thru columns.
  2. When Court Street is temporarily closed, Chemeketa and State need to be open.
  3. State Street must be open for 1 lane at all times.
  4. Chemeketa can be closed except when Court Street is closed.

B. West side of Front Street:
  1. Marion, Center, and Chemeketa can be closed.
  2. Union or Court must be open at all times to serve Riverfront area.
  3. State or Ferry must be open at all times to serve Boise Cascade.

C. Traffic to/from Front Street north of Division, could be detoured to Commercial/Liberty Streets at Division/Union Street Area if this would help.

D. On-Street Parking and loading along Front Street from Division to Ferry Streets does not need to be provided during construction. However, access must be maintained to all properties along Front Street at all times during construction except for short term (a few days) closures for driveways concrete curing, street paving, etc.

E. The Christmas shopping season (Thanksgiving to New Years) creates additional traffic in downtown Salem. The contractors construction operations should be so scheduled to minimize street closures, detours, congestion, etc., during this busy shopping period.

Attached is a map showing areas along the west side of Front Street that will be available to the contractor for material and equipment storage, etc. Also shown are those parking Lots to remain during construction.

This map also shows street cul-de-sacs, closures, and barricading needed to close these streets on the west side of the relocated railroad trackage. Please incorporate these items into your Front Street ByPass Street Improvement Plans.

Temporary fencing (6' Chain Link) should be provided along the easterly edges of the remaining temporary parking areas to control pedestrian crossings to Court Street.

In review of the signing plans, (comments previously provided) we notice a need for a cul-de-sac on Division Street just west of Commercial Street. The attached plan shows this cul-de-sac. Please revise your plans (Alignment, construction, landscaping, irrigation, etc.) to include the cul-de-sac.

The traffic buttons on Trade Street for the Fire Station driveways are to be included in the contract. They should be 10" diameter, non-reflectorized, white traffic buttons.

We notice that sheet 3 (Right-of-way) etc., does not show the slope easement the City is obtaining along Commercial Street between "D" and Division Streets. Attached is information on the slope easement.

Very truly yours,

DEPARTMENT OF PUBLIC WORKS

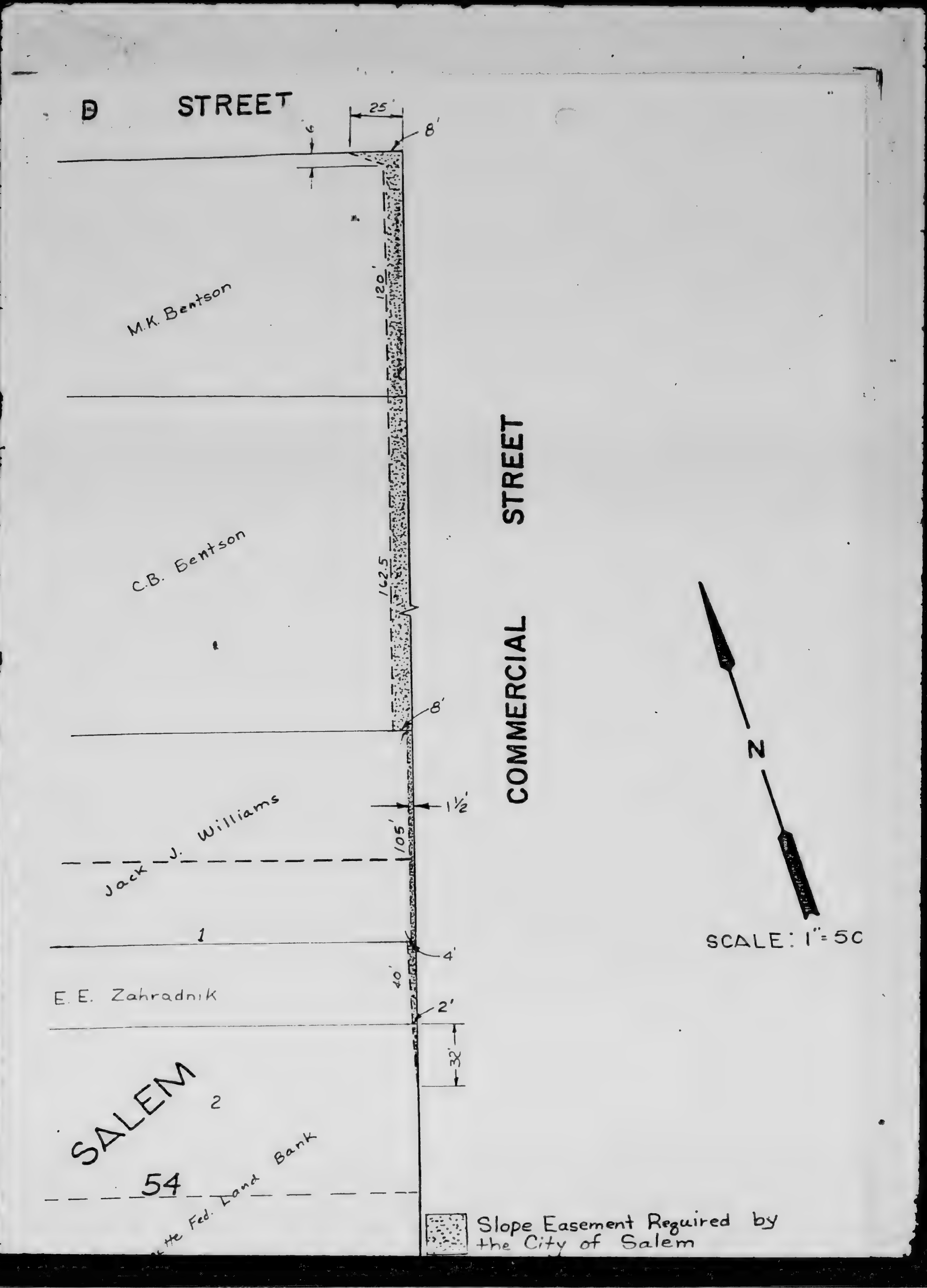
EDWARD A. SIGURDSON, P.E.
Acting City Engineer

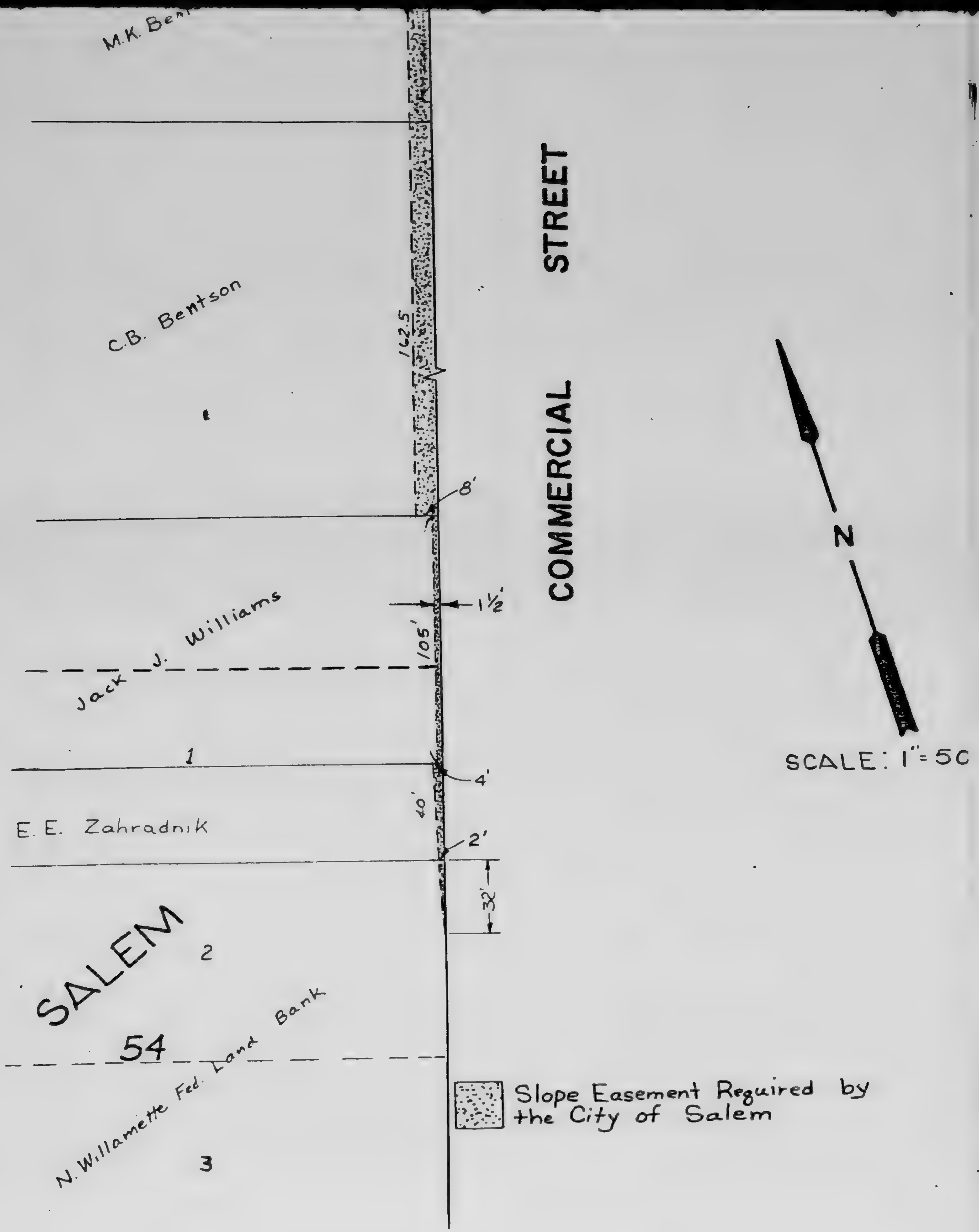
EAS;RWL;jc

cc: Don MacFadden, Chief Design Engineer
Ralph Lambert, Project Engineer
Doug Van Dyke, Traffic Administrator
Jim Walker, Development Coordinator

REFERRED TO
Beard Stoudtenmeyer
1 Cobb [illegible] Kenagie
Erikson Wehmeyer
Hager Hart [illegible]
Return Discuss Re File Copy [illegible]
BY FINAL DESIGN ENGINEER

1 [illegible]
2 Christensen
3 Sullivan
4 Stron
5 Anderson
RECEIVED


D STREET
25'
6'
8'
120'
M.K. Bentson
C.B. Bentson
162.5'
8'
COMMERCIAL STREET
1½'
105'
Jack J. Williams
1
4'
40'
E. E. Zahradnik
2'
32'
SALEM
2
54
the Fed. Land Bank
N
SCALE: 1"=50
▨ Slope Easement Required by the City of Salem


M.K. Ben
C.B. Bentson
162.5
8'
1½'
Jack J. Williams
105'
1
4'
40'
E. E. Zahradnik
2'
32'
SALEM
2
54
N. Willamette Fed. Land Bank
3
COMMERCIAL STREET
N
SCALE: 1"=50
▨ Slope Easement Required by the City of Salem

9101

Form FHWA 121 (Rev. 5-73)

2

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: February 2, 1979

In reply refer to: HPD.2-OR

SUBJECT: Oregon Project M-1705(1)
Front Street Bypass
City of Salem

FROM : G. L. Green, Division Administrator

TO : Mr. Gary A. Potter, Manager
Environmental Section, OSHD
Salem, Oregon

NOTED
E. S. HUNTE

We have received a letter from the Advisory Council on Historic Preservation concerning the historic buildings on the subject project.

They have concurred in our finding that the proposed work would not adversely affect the Commercial Street Historic District, the Kelley Building, or the Gilbert House.

Copies of the letter (attached) were hand-carried to the C.O.G. and State personnel at the study committee meeting on January 24, 1979.

Original Signed By
E. J. VALACH
Project Development
Engineer

G. L. Green

Attachment

cc:
Region (HED-010.6)w/attachment
OSHD (E S Hunter) "

RECEIVED
TECHNICAL SERVICES
FEB 6 '79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

**Advisory
Council On
Historic
Preservation**

1522 K Street NW.
Washington D.C.
20005

7

January 17, 1979

Mr. G. L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center N.E.
Salem, Oregon 97301

Dear Mr. Green:

On December 26, 1978, the Council received a determination from the Federal Highway Administration that the Front Street Bypass, Salem, Oregon (M-1705[1]), would not adversely affect the Commercial Street Historic District, the Kelley Building or the Gilbert House, properties that may be eligible for inclusion in the National Register of Historic Places. The Executive Director does not object to your determination.

A copy of your determination of no adverse effect, along with supporting documentation and this concurrence, should be included in any assessment or statement prepared for this undertaking in compliance with the National Environmental Policy Act and should be kept in your records as evidence of your compliance with Section 106 of the National Historic Preservation Act of 1966 (16 U.S.C. 470f, as amended, 90 Stat. 1320).

Your continued cooperation is appreciated.

Sincerely,

Louis S. Wall, Chief
Western Office
Review and Compliance

Salem

CITY
OF SALEM,
OREGON
City Hall 555 Liberty St
Zip Code 97301

January ~~2~~, 1979

Duane Christensen, Final Design Engineer
Oregon Department of Transportation
State Transportation Building
Salem, Oregon 97310

Dear Mr. Christensen:

SUBJECT: Front Street Bypass FAUS 1705
Division St. - Trade St. Section
Irrigation Plans

We have reviewed the irrigation plans you provided us at the December 14, 1978 meeting.

Attached are one set of these plans with our comments shown thereon.

In addition, the City has reviewed the Center to Front Southbound Off Ramp Walls plans 34005, 34006, 34007 and find them acceptable.

Thank you for the opportunity to review these plans.

Very truly yours,

Edward A. Sigurdson, P.E.
Acting City Engineer

EAS/RWL:ds

cc: Ralph Lambert, Project Engineer
Russ Richards, Parks Planner

Return / Discuss
BY FINAL DESIGN ENGINEER

Versteeg ✓
Christensen
George
Olson
Turpin
Sullivan
Scott
3 Anderson

RECEIVED
JAN 04 1979
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

Plans to [illegible]
(Returned to city with)
comments

1-5-79 - Irrigation Plan noting comments & Corrections sent to City.

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

E. S. HUNT

January 2, 1979

Mr. Edward A. Sigurdson
City Engineer
Dept. of Utilities/Public Works
City Hall, 555 Liberty Street SE
Salem, Oregon 97302

Attention: Ralph Lambert

Gentlemen:

Re: Division St.-Trade St.
FAU 1705 (Front St.)
Marion County

The attached current estimate of $2,786,000 for the subject project is based on anticipated contract costs for the first quarter of 1979. This estimate is $320,000 higher than the estimate furnished you the first part of October, 1978. This added cost is due to the following additional work (Items 1, 2 and 3) requested by the City to be added to the project since the last estimate was made and inflation.

1. Removal and stockpiling of railroad rails and ties from Front and Trade Streets.

2. Extension of work on Trade Street.

3. Revisions to sewer pumping plant access caused by street work.

4. Price escalation of some items during recent months.

This estimate does not include the railroad relocation work and associated grading contemplated to be added by the City.

Very truly yours,

Duane O. Christensen

Duane O. Christensen
Final Design Engineer

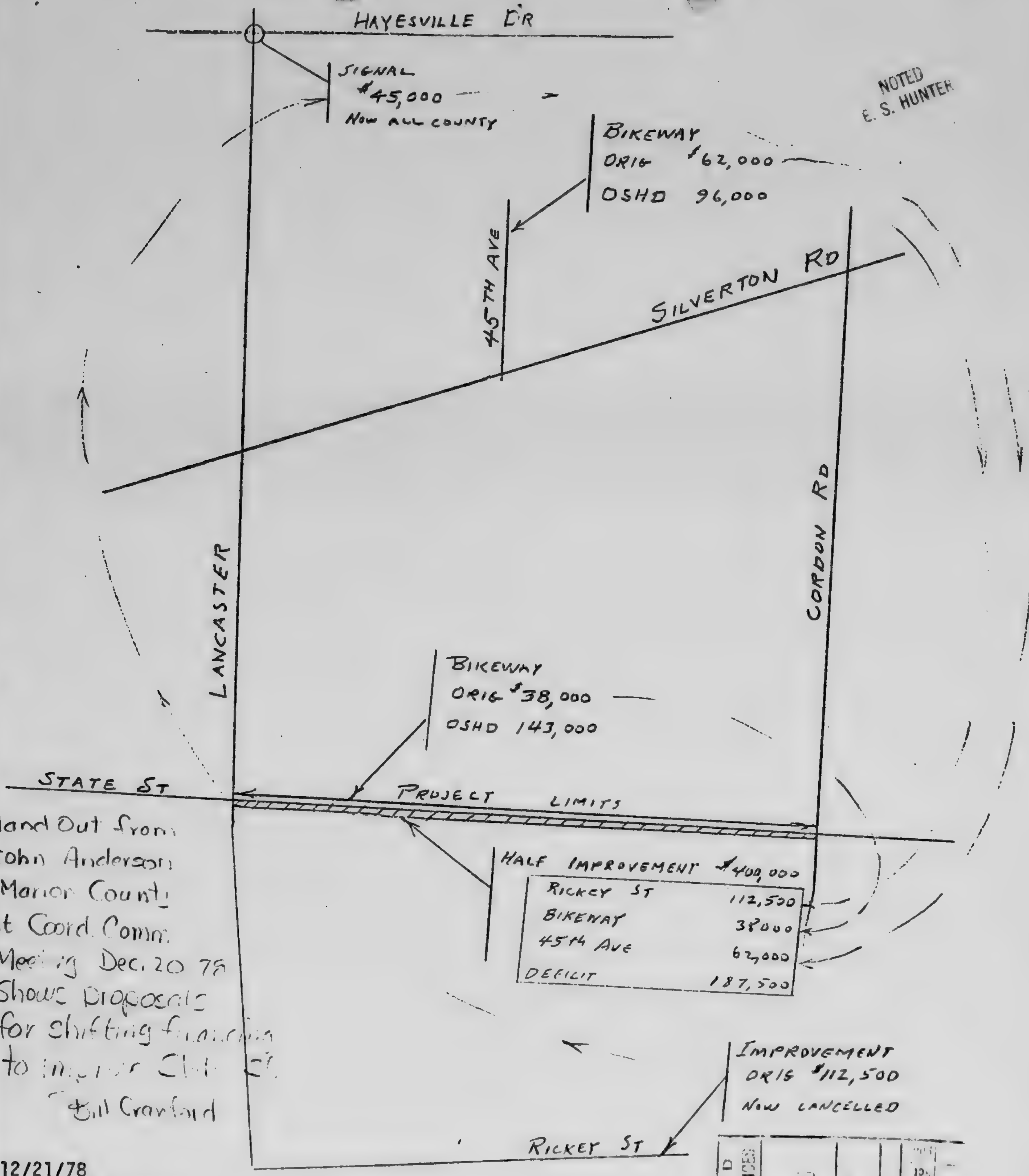
DOC:ab
cc: E. S. Hunter W. Cranford
D. H. Moehring W. E. Cole

Form 81-734-3122

1980 Division St. N.E.-Trade St. 9101
S.E. (Salem) Sec. of FAU Rt. 1705
(Front St.) (Gr., pav. & signing) #2

C&A 6119 6.20.79

NOTED
E. S. HUNTER


HAYESVILLE DR
SIGNAL
$45,000
NOW ALL COUNTY
BIKEWAY
ORIG $62,000
OSHD 96,000
45TH AVE
SILVERTON RD
LANCASTER
CORDON RD
BIKEWAY
ORIG $38,000
OSHD 143,000
STATE ST
PROJECT LIMITS
HALF IMPROVEMENT $400,000
RICKEY ST 112,500
BIKEWAY 38000
45th AVE 62,000
DEFICIT 187,500
IMPROVEMENT
ORIG $112,500
NOW CANCELLED
RICKEY ST

Hand Out from
John Anderson
(Marion County
At Coord. Comm.
Meeting Dec. 20 78
Shows Proposals
for shifting financing
to improve State St.
— Bill Crawford

12/21/78
bc: Phil Stearns
E. S. Hunter

RECEIVED
TECHNICAL SERVICES
DEC 22 '78
REFER TO
FOR

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
December 20, 1978

FILE:

FROM: J. H. Versteeg
Head of Engineering

SUBJECT: Division St.-Trade St.
(Front Avenue) Project
City of Salem

TO: E. S. Hunter
Technical Services Engineer

NOTED
E S HUNTER

The March 29, 1978, schedule prepared by local COG shows the City of Salem was to have completed the railroad relocation by February 1, 1979. ODOT was to prepare the contract plans on Front Avenue for a March 1979 bid opening.

The preliminary Front Street plans were circulated in October and final plans will be distributed next week. The earliest we could prepare the PS&E documents would be for a February bid opening and we will easily make the March 1979 schedule.

The railroad relocation has not been accomplished. A meeting is scheduled for January 4, 1979, with the railroad, City of Salem and State to discuss plans for the Front Avenue railroad relocation. If these railroad relocation plans can be gotten to Final Design within the next four weeks, we could make the April bid letting for the Front Avenue Project. If it takes eight weeks to complete the railroad plans, we should make the May letting.

Gary Potter advises that the EIS is not clear.

JHV:jh
cc: C. O. Fredrickson
D. O. Christensen

RECEIVED
TECHNICAL SERVICE
DEC 21 '78
REFER TO
FOR
Info

Salem

CITY
OF SALEM,
OREGON
City Hall 555 Liberty St. S.E.
Zip Code 97301

December 1, 1978

Duane Christensen, Final Design Engineer
Oregon Department of Transportation
State Transportation Building
Salem, Oregon 97310

Dear Mr. Christensen:

Subject: **Front Street By-Pass FAU 1705**
Division Street to Trade Street Section

We have reviewed the preliminary plans you sent us on September 25, 1978. Our apologies for the lengthy review period. We do have a few minor comments which are shown on the enclosed set of prints, and discussed below.

We noticed your plan sheets 3, 4 and 5 are titled ALIGNMENT, RIGHT-OF-WAY, EXTG. UTILITIES, however, only Gas, Water and Telephones appear to be shown. Sheets 3B, 4B, 5B "DRAINAGE PLANS" show storm drains and sanitary sewers. It seems to us that all underground utilities (Gas, water, telephone, power, storm, sanitary, T.V. Cable, etc.) should show on one plan, preferably the Drainage Plans.

The drainage plans show quite a bit of 8 inch drain pipe with filter cloth and gravel drain material. We agree in the need for these drain lines for the irrigated median. However, we have difficulty justify the need for the remainder of these lines and have recommended they be deleted from the plans. We have not used subgrade drainage on other streets in the C.B.D., and they have been carrying traffic for many years.

The profiles sheets show quite a few grades of less than 0.4%, which is Salem's minimum. This project does use combination Curb and Gutter, but it would still be desirable to have 0.4% minimum grades, or tight specifications on gutter deviation tolerance.

The City Engineering and Maintenance staffs along with Dick Nelson from OSHD, Region 2 field reviewed the Ferry Street sanitary sewer lift station on October 9, 1978. At the meeting it was decided not to replace the stairway access due to heavy grating required to support automobiles. Instead a 24"/42" diameter dual opening circular manhole cover is to be installed directly over the existing bottom of stair landing. This will maintain the existing pump door security. The Front Street landscaping plans need revision to permit parking of a sewer service vehicle on the island directly over the lift station, for purposes of lifting motors, pumps, etc. out and in for servicing.

REFERRED TO
Beard Stoudenmeyer
✓ Cole Sample
Eriksen Watson
Hager Dorn Lou
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Armstong ✓
Christensen
George
Terpin
Sullivan
Scott
Anderson

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We have shown deletion of some landscaping on the east side of the north diagonal see sheet 2G. Attached is a City Council Fact Sheet indicating a sale of these remnant panels to Chemeketa Investment Fund for a new Far West Federal Savings & Loan Building and Parking Lot.

Looking at the landscaping portion of your October 2, 1978 cost estimate we noticed that 6,000 Cubic Yards of topsoil is shown twice (Sheets 1 and 3 of 3). We feel the cost of Furnishing & planting shrubs should be closer to $7.00 each instead of $5.00 each.

We would also like the landscape special provision to include a two-year plant establishment period.

Work to be done on Trade Street, east of Commercial Street is shown on plan sheet 5A.

The City has no desire to salvage any of the rails or ties left by the railroad companies. We will provide you with further information concerning the railroad removal limits after we receive it from the railroad companies.

We thank you for the opportunity to review these plans. As your letter of September 25, 1978 mentions, no illumination, signal, structure modification or railroad relocation plans are included in that transmittal. We also noticed no irrigation, construction signing, permanent signing, or stage construction plans. We would appreciate an opportunity to review these other plans before they are final.

Very truly yours,

Edward A. Sigurdson, P.E.
City Engineer

cc: B.T. Van Wormer, Acting Director of Public Works
Don MacFadden, Chief Design Engineer
Ralph Lambert, Project Engineer

EAS/RWL:ds

Surplus property to be sold by the City of Salem to
Chemeketa Investment Funds
(Surplus Parcel Remnants from Front Street Bypass)

Parcel A

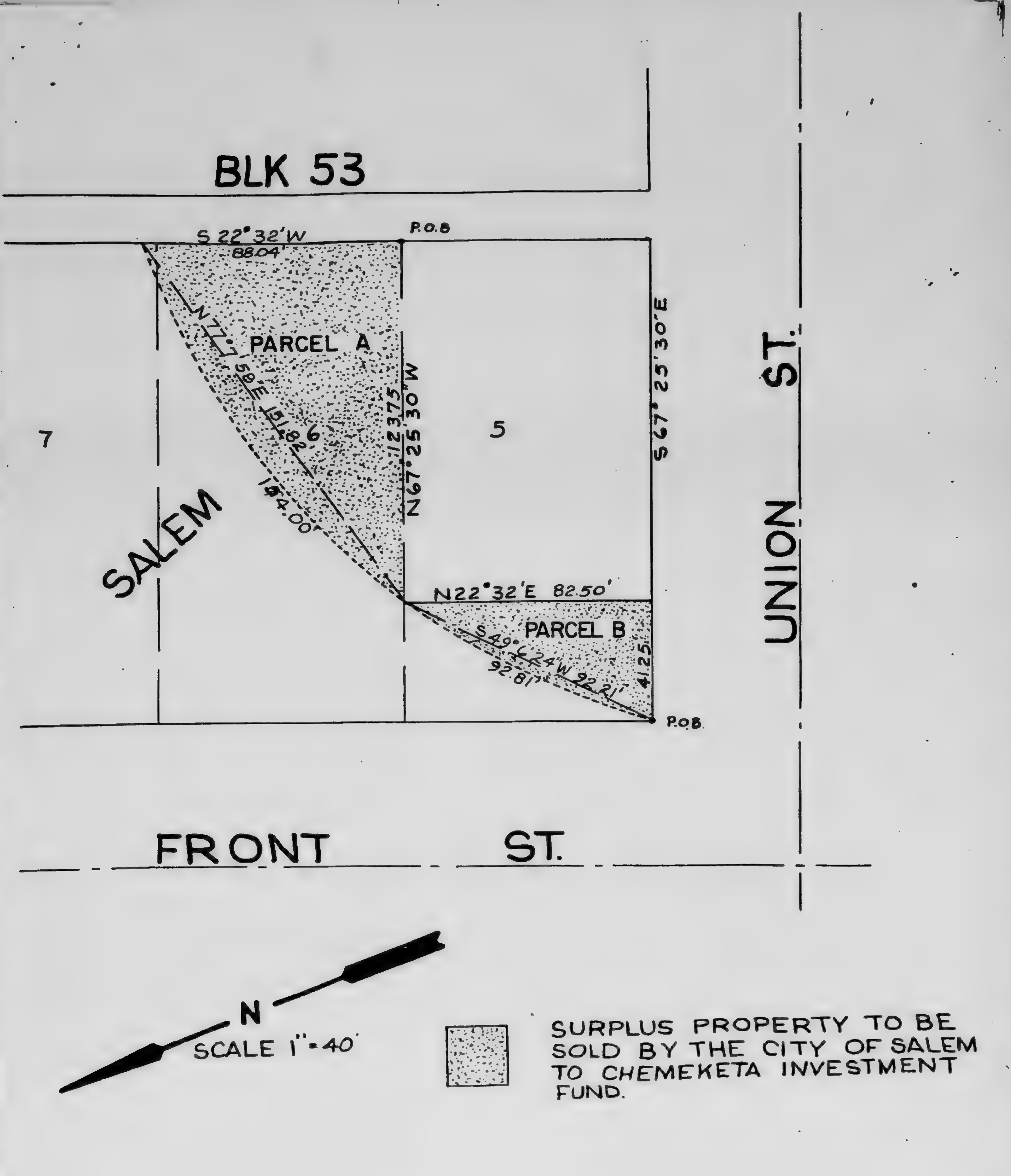
Beginning at the southeast corner of Lot 6, Block 53, Salem, City of Salem, Marion County, Oregon; thence North 67° 25' 30" West along the South Line of said Lot 6, 123.75 feet; thence northeasterly along the arc of a 263.57 feet radius curve to the right (the chord of which bears North 77° 7' 58" East 151.82 feet) a distance of 154.00 feet to a point on the northerly extension of the East Line of said Lot 6; thence southerly along the northerly extension of the East Line of said Lot 6 and the East Line of said Lot 6, 88.03 feet to the point of beginning.

Containing 6,582.4 square feet, more or less.

Parcel B

Beginning at the point of intersection of the East Line of Front Street, City of Salem, Marion County, Oregon and the North Line of Union Street said point being the southwest corner of Lot 5, Block 53, Salem; thence South 67° 25' 30" East along the North Line of said Union Street, 41.25 feet; thence North 22° 32' East parallel with the East Line of said Front Street, 82.50 feet to a point on the North Line of said Lot 5; thence southwesterly along a 235.55 feet radius curve to the left (the chord of which bears South 49° 6' 24" West, 92.21 feet) a distance of 92.81 feet to the point of beginning.

Containing 1,982.2 square feet, more or less.


BLK 53
P.O.B
S 22°32'W
88.04'
PARCEL A
N77°7'58"E 151.82'
144.00'
123.75'
N67°25'30"W
7
6
5
S 67°25'30"E
SALEM
UNION ST.
N22°32'E 82.50'
PARCEL B
S49°6'24"W 92.21'
92.81'
41.25'
P.O.B.
FRONT ST.
N
SCALE 1"=40'

▨ SURPLUS PROPERTY TO BE SOLD BY THE CITY OF SALEM TO CHEMEKETA INVESTMENT FUND.

~~Ralph~~
O.D.O.T.

COUNCIL AGENDA FACT SHEET

Topic: Sale of Excess Property
Block 53

For Council Meeting: Oct. 2, 1978

Date of Fact Sheet: Sept. 25, 1978

Agenda Item No.: 6.4b

Action Requested: Authorize Sale to Chemeketa Investment Fund of Parcels A & B

Council Disposition

Council Adopted.

Summary of Situation:

Parcels A & B, as indicated on the attached plat, are excess properties as a result of the acquisitions for the Front Street Bypass Project. Chemeketa Investment Fund, Inc. has requested purchase of Parcel A. They would use the ground for eleven spaces of surface parking for the Far West Federal Building, which they intend to move to an adjacent parcel. Parcel Contains approximately 5500 square feet.

Parcel B is a smaller parcel located at the Northeast corner of Front and Union, and contains approximately 1600 square feet. Chemeketa Investment Fund would landscape this parcel.

Real Estate staff has completed a thorough reuse analysis of Parcel A and B. Recent sales indicate that similar properties in this area, zoned CR but with better access, would have a market value of approximately $6.00 per square foot. The reuse value staff has assigned to these parcels is $2.75 per square foot.
Factors considered in appraising these parcels were:

1) Inherent ingress and egress problem of isolated parcels
2) Locational problems due to the street system in this area.
3) Chemeketa Investment Co. needs Parcel A to meet their parking requirement on the Far West Building. Maintenance of the Far West building in the downtown is desirable. There are many risks involved in moving the building and these have been considered in economic terms.
4) Both parcels, as excess city property, are off the tax rolls and would be planted by the City as part of Front Street Bypass beautification. The developer will now develop and landscape both parcels which will be added to the tax rolls.

✓ cc: Bob Whitby ODOT

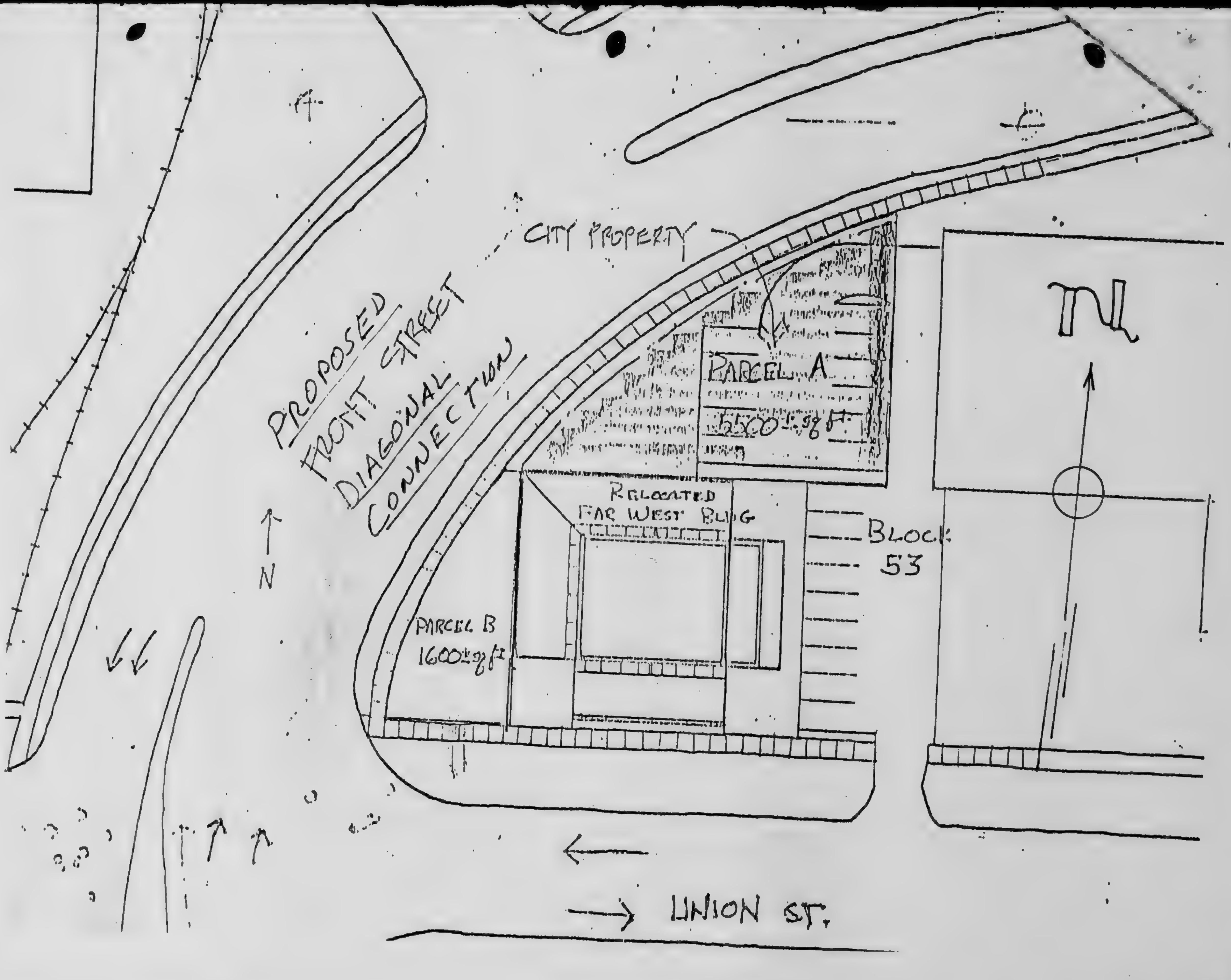
Recommendation:

That the Council authorize the disposition of Parcels A and B to Chemeketa Investment Fund, Inc. for the sum of $2.75 per square foot. The disposition of these parcels is subject to Chemeketa Investment Fund successfully relocating the Far West Federal Building, now located in Block 23, to the site contiguous to the south of Parcel A.

Robert Briscoe, Assistant City Manager
for Community Development

B. T. Van Wormer
B.T. Van Wormer, Director of Public Works

Ward 8, Councilwoman Ellen Schneider


PROPOSED
FRONT STREET
DIAGONAL
CONNECTION
CITY PROPERTY
PARCEL A
5500± sq ft
RELOCATED
FAR WEST BLDG
BLOCK
53
PARCEL B
1600± sq ft
N
UNION ST.

30

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, OR

November 6, 1978

FILE: 324-1925

FROM: Richard E. Nelson
REGION II LOCATION ENGINEER

SUBJECT: Division St.-Trade St.

TO: MEMO TO THE FILES

Don McFadden, City of Salem Design Engineer, brought in that railroad relocation information now available for the Division Street - Trade Street section.

The alignment map, as provided, is incomplete and has not been approved by the railroad. Approved agreements with either railroad or the agreement between the railroads were not provided.

Don agreed the information provided is insufficient for us to commence work on the project.

We need -

- Existing railroad alignment survey data.
- Railroad agreements.
- Alignment criteria acceptable to the railroad, both horizontal and vertical.

Don is to gather appropriate information and advise when it's prepared. I will then set up a meeting between railroads, City, FHWA, and State personnel to establish the parameters for pursuing the proposal.

I emphasized to Don that unless some effort is made to expeditiously get this work under way, that we will be forced to shelve it until such time as work may efficiently proceed.

cc: Region II
H. Versteeg ✓

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ENGINEERING SECTION

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

November 13, 1978

Mr. E. A. Sigurdson
City Engineer
City of Salem
City Hall
Salem, OR 97301

Attention: Ralph Lambert

Gentlemen:

Re: Division St.-Trade St. (Salem)
FAU 1705 (Front Street)
Marion County

On September 25, 1978, we transmitted preliminary plans of the subject project to you for your review, approval and/or comments. We have not received a written response concerning your review. We would appreciate receiving any comments you may have or your approval at an early date so that we may finalize the plans, specifications and estimates on this project.

With the completion of the signal and structural portions of the plans in the very near future, we will be in a position to go to contract well in advance of your target date of May or June, 1979.

There has been mention in the past of including the railroad relocation work with this contract. If you desire to include the railroad relocation work, please provide us with your completed plans for this item of work and they will be included along with our plans.

Again it is emphasized that we do need your comments and/or approvals as soon as possible.

The designer assigned to this project is being assigned other work and his availability to work on this project will be limited by deadlines associated with the other work.

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Act File

Very truly yours,

Duane O. Christensen

Duane O. Christensen
Final Design Engineer

DOC:ab
cc: E. S. Hunter
C. O. Fredrickson
L. E. George
W. J. Hart
W. E. Cole

Form 81-734 3122

ROBERT W STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 7, 1978

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TECHNICAL SERVICES
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FOR
Info Inves R/D U/R Sign Act File

Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, Oregon 97301

RE: Section 106 Procedures
Front St. Bypass
Marion County
Salem, Oregon

Dear Mr. Green:

We are herewith transmitting documents for your consideration and forwarding to appropriate agencies as per the requirements of Part 800.4 "Agency Procedures" of the National Historic Preservation Act of 1966 (see Attachment 1, FHPM 7-7-2).

In meetings with the Mid-Willamette Valley Council of Governments (MWVCOG), the State Historic Preservation Office (SHPO), Mr. Kappus and Mr. Riedl of your office, and Mr. Dykman from this Section it was concluded that the Front Street Bypass project did effect property with National Register potential and that the 106 process was thereby activated. This conclusion is consistent with comments received on the Front Street Bypass DEIS from the Department of Interior and FHWA Region 10.

To satisfy procedure "A" of Part 800.4 (Identification of Resources) we are forwarding a draft letter for your use to the Department of Interior along with supporting material, requesting their concurrence in the local determination of eligibility.

Procedure "b" and "c" (Determination of Effect, and Effect Established) have been discussed and concurred in by this Section, the SHPO, MWVCOG, and discussed with Mr. Kappus and Mr. Riedle. In applying the Criteria of Adverse Effect it has been concluded that adverse effects as set out in Part 800.9 do not exist.

Form 81-734-3122 (Rev. 7-77)

Procedure "d" (Finding of No Adverse Effect) requires the Agency Official to forward adequate documentation of the determination, along with the views of the SHPO, to the Executive Director of the Advisory Council on Historic Preservation. We are enclosing a draft of such documentation prepared by the MWVCOG and concurred in by ODOT for your use and for forwarding to the Executive Director. The views of the SHPO are contained in their attached letter.

We expect the Executive Director to concur in this finding. If so, steps "a" through "d" of Part 800.4 will fulfill the requirements under the "106 Process." If you concur with our recommendations and conclusions, please forward these documents to the appropriate agencies.

Sincerely,

Gary A. Potter

Gary A. Potter
Manager
Environmental Section

GAP:PTD:ss

Attachments

cc: MWVCOG, Dick Knowles
SHPO, Dave Powers

Versteeg
Christensen
George
Olson
Terpin
Sullivan
Scott
Anderson

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ENGINEERING SECTION

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Salem

October 24, 1978

Edward A. Sigurdson, P.E.
City Engineer
City of Salem
Salem, Oregon 97301

Dear Mr. Sigurdson:

Re: Division St.-Trade St. (Salem)
Front St. (FAUS 1705)
Marion County

With severe shortages in various natural resources, in particular petroleum and aggregate sources, the ability to recycle old or discarded asphaltic concrete pavement can be a significant value in conserving energy, natural resources and eliminates the necessity of locating disposal sites.

Recycled asphalt pavement requires about 75% less asphalt cement than does virgin materials. These savings are in the best interest of the public.

With this in mind consideration should be given to the desirability of stockpiling the removed pavement materials for future use. Factors that should enter into such a decision are the quality and quantity of the salvageable material, the possibilities for future use, and the proximity to an environmentally acceptable storage area.

We have estimated approximately 1,745 cu. yds. of asphaltic concrete pavement and 1,780 cu. yds. of portland cement concrete pavement that could be salvaged on the subject project.

Has the City of Salem contemplated salvaging this material or will it become the property of the contractor? If the latter is the case, the State would be interested in appropriating these salvageable materials.

Very truly yours,

W. E. Cole
Design Engineering Supervisor

WEC:ab
cc: C. O. Fredrickson

1859

OREGON STATE
HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

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October 2, 1978

Edward A. Sigurdson
City Engineer
City of Salem
Salem, OR 97301

E. S. HUNTER

Attention: Ralph Lambert

Dear Gentlemen:

Re: Division St.-Trade St. (Salem)
FAU 1705 (Front Street)
Marion County

Attached is a preliminary estimate for the work detailed on the set of preliminary plans transmitted to you on September 25, 1978. The items listed are plan quantities except for those items shaded in yellow which are still in the plan development stage. Those shaded yellow are preliminary estimates and cover areas of work such as temporary protection and direction of traffic, the Center Street Bridge Off-Ramp modification, permanent signing, illumination and traffic signals.

This estimate does not include:

1. Any railroad track removal or relocation;
2. Work on Trade Street east of Commercial; and,
3. Any possible modification to the pumping station.

It should be noted that in addition to not including the above work involving the railroad and Trade Street that the $2,466,000 figure is based on October 1, 1978, prices and does not include any allowances for inflation. Assuming this project was not contracted until six months from now on inflation increase could amount to approximately $148,000.

Very truly yours,

Duane O. Christensen

Duane O. Christensen
Final Design Engineer

DOC:ab
cc: E. S. Hunter
William Cranford, w/estimate
C. O. Fredrickson, w/estimate
W. F. Cole

Form 81-734-3122

OREGON STATE HIGHWAY DIVISION

S MARY--BID SCHEDULE--COST ESTIMA

Sheet 1 of

Date 26-Sept-78

Section Division St - Trade St (Front St-FAU1705)

County Marion

Kind Of Work Grading, Paving, Signs, & Illuminat.

Length 0.96

Name

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Field Laboratory	106.13	Each	1	—	2,000
	Mobilization (8% of Bid Items)	110	Lump Sum	100%		146,78
x	Temp. Prot. & Direct. of Traffic (4% Bid Items)	110	" "	100%		73,39
x	Flagmen	111	Hour	1200	18^{00}	21,600
x	Temp. Signs	111	Sq. Ft.	322	6^{00}	1932
x	Temp. Striping	111	Lin Ft.	3000	0^{17}	510
x	Temp Barricades	111	Each	20	125^{00}	250
	Clearing & Grubbing	201	Lump Sum	100%	—	1000
	Removing Structures & Obstructions	202	Lump Sum	100%	—	20,000
	Gen Excavation	203	Cu. Yd.	22069	3^{00}	66207
	Trench Excavation	206	Cu. Yd.	7190	8^{00}	5752
x	Special Wall Backfill	203	Cu Yd	600	7^{00}	420
	Finish Roadbed & Slopes (1.61 mi)	222	Lump Sum	100%	—	720
	Topsoil	225	Cu Yd	6000	8^{00}	480
	Watering	233	M. Gal	20	10^{00}	20
x	Shoring & Cribbing	251	Lump Sum	100%	—	5000
x	Structural Excavation	251	Cu. Yd.	49	10^{00}	490
	Aggregate Base	304	Ton	2744	9^{00}	24,70
	Lime Treated Subgrade (Assume 60% of Job)	307	Sq. Yd.	23805	1^{20}	28,56
	Lime in LTS	307	Ton	270	81^{00}	21,870
	Cement Treated Base	308	Ton	22260	12^{00}	267,120
	Cement in CTB	308	Ton	1225	86^{00}	105,35
	Asph. in Seal	309	Ton	50	150^{00}	750
	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

Sheet 2 of

SUMMARY--BID SCHEDULE--COST ESTIMATE

Date 26/Sept/78

Section Division St - Trade St (FAU 1705)

County Marion

Kind Of Work

Length 0.96

Name

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Class "B" Asph Conc	401	Tons	9.370	14^{00}	13118
	Asph in Mix	401	Tons	610	86^{00}	52460
	Asph Tack Coat	407	Tons	4	175^{00}	700
	*Structural Conc (Class "A"	504	Cu. Yd.	110	200^{00}	22000
	*Metal Reinforcement	505	lbs	25000	0^{15}	11250
	8" Sew Pipe	603	Lin ft	48	7^{00}	336
	12" Sew Pipe	603	Lin ft.	5594	9^{00}	50,346
	15" Sew Pipe	603	Lin ft.	1290	10^{50}	13,545
	18" Sew Pipe	603	Lin ft	456	14^{00}	6384
	21" Sew Pipe	603	Lin ft.	678	17^{50}	11,865
	24" Sew Pipe	603	Lin ft.	666	21^{00}	13,986
	8" Perf Drain Pipe	605	Lin ft.	4338	5^{50} (347,620)	23,859
	Fiber Filter Cloth	605	Sq. Yd.	3348	2^{90}	9709
	Gravel Drain Mtl.	605	Cu. Yd.	584	12^{00}	7,008
	Extra for Pipe Under Pvmt	603	Lin ft.	125	10^{00}	1250
	Extra for Pipe Under Rail Road	?	Lin ft	110	80^{00}	8800
	Inlets (Type 2) CG-1	604	Each	86	500^{00}	43,000
	Adjust Inlet	604	Each	5	250^{00}	1250
	Cap Inlet	604	Each	2	150^{00}	300
	Manholes	604	Each	24	1000^{00}	24000
	Reconstruct Manholes	604	Each	1	600^{00}	600
	Adjust Manholes	604	Each	7	200^{00}	1400
	Remove Manhole	604	Each	1	300^{00}	300
	4" PVC Pipe	685	Lin ft.	450	5^{00}	2250

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIM

Sheet 3 of

Date 26/Sept/78

Section Division St - Trade St (Front St FAU 1705)

County Marion

Kind Of Work

Length .96

Name

No	Item	Code	Unit	Quant.	Unit Cost	Total
	4" PCC Walks	608	Sq. Yd	1950	12^{00}	23,400
	6" PCC Driveways	608	Sq. Yd.	600	16^{00}	9,600
	P.C. Conc. Curbs, Type "A"	609	Lin Ft.	8920	7^{00}	62,440
	PC Conc. Curbs, Type "C"	609	Lin Ft.	7825	3^{75}	29,344
	Extra for AC Approaches	610	Each	5	150^{00}	750
	Extra for AC Bikeway	610	Sq. Yd	675	4^{00}	2700
	Conc. Median Barrier	611	Lin Ft	266	27^{00}	7,182
	Permanent Barricades		Each	6	150^{00}	900
	Permanent Signs	645	Sq. Ft	440	8^{50}	3740
	Sign Posts	642	Lump Sum	100%	—	4460
	Illumination	651	Lump Sum	100%	—	140,000
	Traffic Signals (5 Installations)	661	Lump Sum	100%	—	262,228
	Furnish and Plant Trees	682	Each	243	60^{00}	14580
	Furnish and Plant Shrubs	682	Each	443	5^{00}	2,215
	Furnish and Plant Vines	682	Each	30,000	0^{60}	18,000
	Soil Conditioner		Cu Yd	721	8^{00}	5,768
	Bark Mulch		Unit	87	70^{00}	6,090
	Const. Lawn		Sq. Ft	13,000	0^{15}	1950
	Irrigation		Lump Sum	100%	—	35,058
	Top Soil		Cu. Yd	6000	8^{00}	48,000
	Brick Pattern Conc. Surfacing		Sq. Yd.	787	30^{00}	23,610
	Grand Total				#2,	055,019
	Engr & Cont. 20%					411,000
	Project Total				$2,	466,02

September 12, 1973

Mr. Edward A. Sigurdson, P.E.
City Engineer
City Hall
555 Liberty Street, S.E.
Salem, OR 97301

Dear Ed,

I have briefly reviewed your proposed landscaping treatment for the Front Street Bypass and I concur with your recommendations. I anticipate no problem in obtaining FHWA approval.

The plans are being forwarded to our designers for a check with regard to illumination conflicts, as you suggested. If there are any, the matter will be worked out directly with your staff.

Sincerely,

E. S. Hunter
Technical Services Engineer

ESH:ja

bc J. P. Versteeg (enc.)
Walt Hart
C. O. Fredrickson

September 7, 1978

Oregon State Department of Transportation
State Transportation Building
Salem, Oregon 97310

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TECHNICAL SERVICES
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ATTENTION: Ed Hunter
Technical Services Engineer

Gentlemen:

Subject: Front Street By-Pass
Division Street to Trade Street
Trees in Median

As part of the Environmental Impact Statement process, the topic of landscaping the Front Street By-Pass has been asked.

City Council analyzed these EIS comments in June of 1978. Council directed that the landscaping for the Front Street By-Pass be "similar to and compatible with," landscaping already in place along the Pringle Creek Parkway and Bellevue Streets, from Church Street easterly to 12th Street. For your convenience, we are enclosing copies of the landscaping plans for the Pringle Creek Parkway and Bellevue Street Widening projects.

The City has prepared the attached landscaping plan for the Front Street By-Pass. We have tried to prepare this plan to compromise the various landscaping desires along Front Street.

In order to follow City Council's direction of "similarity and compatibility" we are proposing trees in the 22 foot wide portion of the Front Street By-Pass median.

In prior meetings between City and ODOT staff, the City has been told that no trees could be planted in the median because they would be a "fixed object safety hazard."

The City has recently received the attached FHWA position on "Trees in Arterial Street Medians." Based on this FHWA position paper, we offer the following comments concerning trees in the Front Street By-Pass median:

1. Front Street By-Pass is 35 mph urban arterial street, not a 55 mph rural highway.

2. Front Street By-Pass median where trees are proposed for planting is 22 feet wide. (Existing Bellevue Street median is 12 feet wide containing the same trees as proposed for Front Street By-Pass. No problems in past three years.)

3. Virtually no trees available with trunk diameter of 4 inches or less at maturity.

4. Proposed median trees are Acer Rubrum (Red Maple) and Quercus Borealis (Red Oak). Due to the contained median area, we only expect a 4 inch to 6 inch trunk diameter at maturity (30 years).

5. Pinus Contorta (Shore Pine) are proposed at existing street crossings to block cross street driver's view of Front Street By-Pass.

6. All trees in median to be planted a minimum of 6 feet from face of curb. This would be 9 feet minimum distance from edge of travel lane.

7. No trees proposed in narrower median sections. Propose to use vines and shrubs in narrower median sections.

8. City is to maintain all landscaping.

9. Area along west side of Front Street from Union Street to Court Street to be further landscaped as part of City's Riverfront Development Program.

10. This landscape plan needs to be looked at for possible illumination conflicts by Bob Dixon, ODOT Structural Design. He has the only illumination plan for the Front Street By-Pass.

Per the above mentioned FHWA position on "Trees in Arterial Street Medians," the City of Salem hereby requests that ODOT request approval from FHWA for median trees with over 4 inch trunk diameters in the Front Street By-Pass median, from the south line of Union Street to 60 feet south of the south line of Chemeketa Street, approximately as shown on the attached plan. The posted speed limit to be 35 mph and the trees are to be set back at least 6 feet from the face of the median curbs.

Very truly yours,

Edward A. Sigurdson, P.E.
City Engineer

EAS:jk

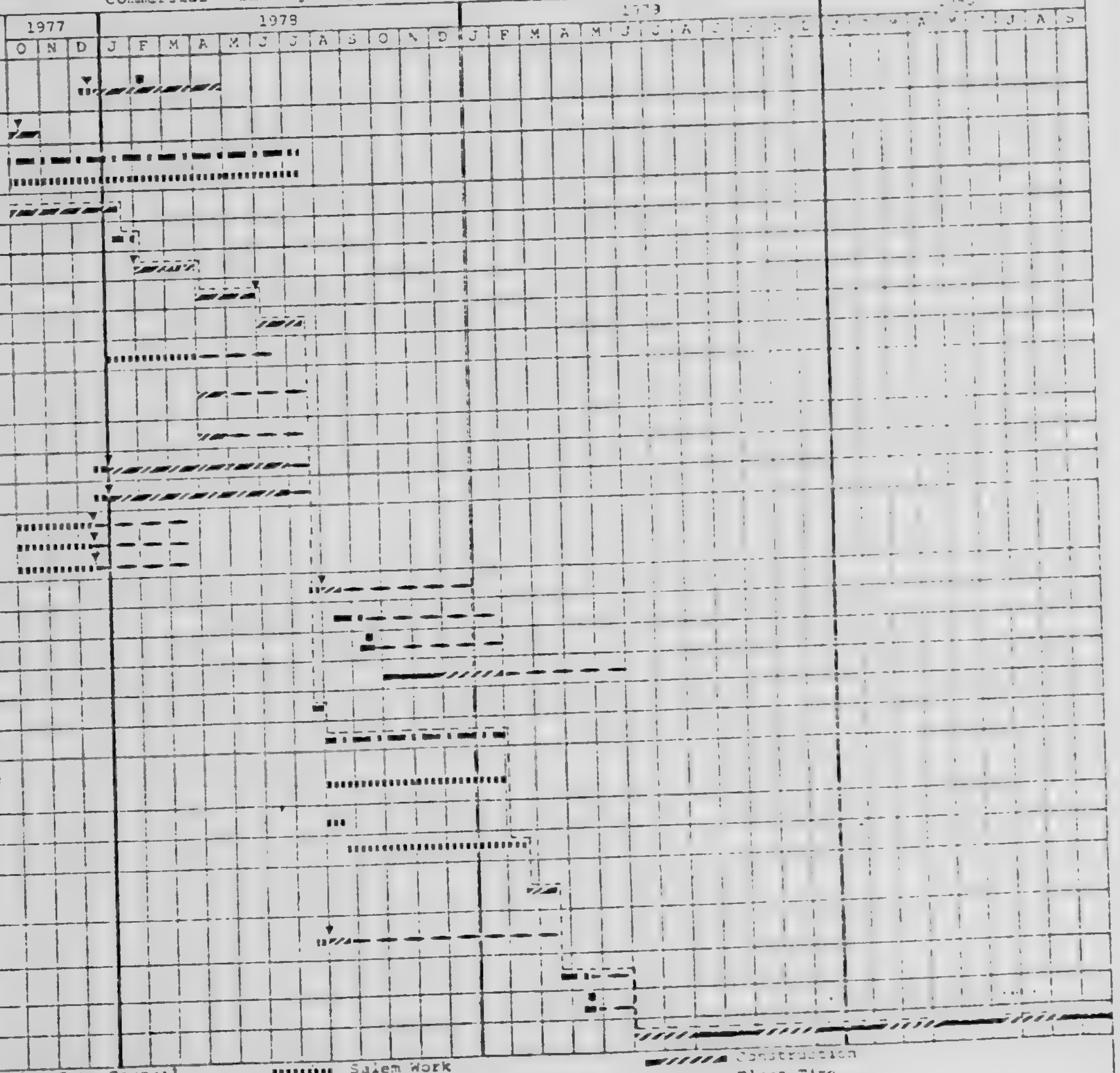
cc: Russ Richards, Parks Planner
Dick Knowles, COG
Ralph Lambert, Project Engineer
B. T. Van Wormer, Director of Public Works
Ralph Hanley, City Manager

Salem

CRITICAL PATH SCHEDULE -- FRONT ST. BYPASS SYSTEM

Ferry - Trade Couplet (Church to Front St.)
Front Street (Trade to Division)
Commercial - Liberty Couplet (Division to Pine)

Project	Responsibility Agency	Responsibility Person	Activity Number	Project Activity
Front Street Byp Sys & Railroad Relocation Project Request FE Draft EIS Final EIS	Salem	Lambert	1	Project Request & Salem-ODOT Agreement: Ferry-Trade Couplet, Comm.-Liberty Couplet
	COG/Salem	Mauldin	2	Form Project Advisory Committee
	ODOT Salem	Lambert	3	Preliminary Engr. ODOT Salem
	COG	Mauldin	4	Draft EIS
	ODOT	Stearns	5	Authorization to release DEIS
	COG	Mauldin	6	Public Hearing
	Salem/COG	Lambert Mauldin	7	Design Study Report
	COG	Mauldin	8	Final EIS Approval
Railroad Relocation Permits Agreements Design Construction	Salem	Lambert	9	Final Design - RR Relocation
	Salem/ODOT / FHWA		10	Plan in Hand RR Relocation Final Design Approval
	Salem	Lambert	11	BNRR RR Relocation Design Approval
	Salem	Lambert	12	PUC Crossing Approvals
	Salem	Walker	13	ICC Application - Track Abandonment
	Salem	Walker	14	Railroad Agreements: BNRR - City SPRR - City BNRR - SPRR
	Salem	Lambert	15	RR Construction Agreement ODOT - City
	ODOT		16	RR Relocation - Advertise for Bids
	ODOT		17	RR Relocation - Award Construction Contract
			18	RR Relocation - Construction
Front Street Bypass System Final Design ROW Plan ROW/ Acquisition Construction	ODOT	Stearns	19	Authorization for Final Highway Design
	ODOT		20	Final Design ODOT - Front Street
	Salem	Lambert	21	Final Design Salem - Comm.Lib.& Ferry-Trade Couplets
	Salem	Lambert	22	ROW Plan
	Salem	Glassock	23	Acquisition of ROW
	Salem/ODOT / FHWA		24	Plan in Hand Final Design Approval
	Salem	Lambert	25	Construction & Utility Relocation Agreement (Front Street)
	ODOT		26	Advertise for Bids
	ODOT		27	Award Construction Contract
			28	Construction



LEGEND:
- ▼ Salem City Council
- ■ Highway Commission
- ODOT Work
- Salem Work
- COG Work
- ODOT/FHWA Approval Process
- Construction
- Float Time
- Critical Path

Salem

CITY
OF SALEM
OREGON

Department of Utilities Public Works

1 Versteeg ✓
2 Christensen ✓
George
Olson
Terpin
Sullivan
Scott
Savage

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August 31, 1978

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Oregon State Department of Transportation
State Transportation Building
Salem, Oregon 97310

ATTENTION: Bill Cole
Design Engineer Supervisor

SUBJECT: Front Street Bypass
Division Street to Trade Street
Final Design Miscellaneous Items

Gentlemen:

This letter is to document various design items discussed at a meeting on August 15, 1978 in Bud George's office at ODOT.

Attendees: Bud George, William Zirbes, Duane Christensen, Bill Cole, Bob Whitby, OSHD; and Lew Garrison, Ralph Lambert, City of Salem.

Commercial at Division Intersection

ODOT staff proposed the attached revised design plan concept for this intersection. This revised design improves vehicular safety for Southbound Commercial Street to Westbound Division Street movement. In addition, it improves pedestrian safety for crossing this intersection. The City approved this revised intersection concept.

Front Street Bypass at Front Street Traffic Signal

This signal does not appear to be warranted based on criteria set forth in the Manual On Uniform Traffic Control Devices. However, looking at this intersection and its relationship to proposed railroad trackage and crossing protection; and this intersection's proximity to the Division at Commercial intersection, indicates some potential safety problems if no signal is installed. The Public Utility Commissioner's Office has informally indicated to the City a possible need for railroad drop gates and an interconnect to a signal at Front Street Bypass and Front Street. In planning the Front Street Bypass, this City has always anticipated a signal at Front Street interconnected to the Commercial at Division traffic signal. The City is in support of ODOT including a signal at Front Street Bypass and Front Street, in the Front Street Bypass contract.

NOTED
D. O. Christensen

APPROVED 9/5
TRAFFIC ENGR.

Marion - Center Bridge Column Barriers

Attached is a xerox of a portion of the detail map in the vicinity of the Marion and Center Street Bridges. It shows "New Jersey Type" barriers at each bridge column. The City can understand the need for three of these barriers where the edge of the travel lane is within 5 feet of the face of the column (see attached plan). However, there are three locations where the face of the column is 16 feet ± from the edge of the travel lane. Since this is a 35 MPH urban situation, we do not see the need for these three barriers, and recommend deleting them from the project.

Trade Street - Commercial Street to Liberty Street

In order for the Front Street Bypass to operate properly, the portion of Trade Street between Commercial and Liberty Streets must be revised from the present two-way traffic to one-way eastbound with a westbound "Fire Only" lane along the south curb. In addition the existing traffic signals on Trade Street at Commercial and Liberty Streets will need to be revised for the new traffic lanes and to eliminate the railroad pre-emption. (Fire pre-emption will still be required.) Attached is a conceptual plan for this block of Trade Street. The City concurs in adding this block of Trade Street to ODOT's Front Street Bypass construction plans.

Bikeramp Gutter "Lip"

It was discussed whether to use a 1/2" lip or no lip. ODOT now specifies no lip. The City of Salem standard drawing (copy attached) specifies 1/2" maximum lip. The City recommends that 1/2" maximum lip be specified on the Front Street Bypass Project.

Very truly yours,

EDWARD A. SIGURDSON, P.E.
City Engineer

RL:skl

cc: Ralph Lambert, Project Engineer
Doug Van Dyke, Traffic Administrator

Attachment

Salem

CITY
OF SALEM,
OREGON
City Hall / 555 Liberty St. S.E.
Zip Code 97301

Department of Utilities Public Works

August 17, 1978

✓
____Versteeg____
____Christensen____
____George____
____Olson____
____Terpin____
____Sullivan____
____Scott____
____Savage____

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AUG 29 1978

ENGINEERING
SECTION

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Action____

Oregon State Highway Division
State Transportation Building
Salem, Oregon 97310

Attention: Bill Cole
Design Engineer Supervisor

Gentlemen:

Subject: Front Street Bypass
Division Street to Trade Street
Inlet Grates

Your letter of May 2, 1978 transmitted information to us about a new inlet grate OSHD has adopted. We understand you would like to include these new grates on the Front Street Bypass Project. We also understand that the only inlets of this new type, now in place, are on the Halsey Street Bridge over I-205 in Portland.

Front Street Bypass will be a City street with State Highway Route 99E signing, thereon.

Our information concerning maintenance of City streets on with a State Highway routing, in general, is as follows:

> OSHD maintains curb to curb including paving (repairs, skin patching, etc.) lane striping.
>
> City maintains all other street items, i.e.: sidewalks, public utilities (water, sanitary sewer, storm drains), on street parking control, sweeping, flushing, etc.
>
> The storm drain system therefore is under City maintenance.

From a maintenance standpoint, we do not want to stock any more type and sizes of inlet grates than necessary.

Therefore, for the Front Street Bypass project, we request that City of Salem standard Type 2 (side inlet) catchbasins with Type A grates be used. Attached are copies of our standard drawings 369-S-4 and 369-S-5 detailing these items.

If drainage requirements are such that one inlet grate is insufficient, two inlets could be placed side-by-side to accommodate the runoff requirements.

Thank you for the opportunity to consider your new inlet grates for this project.

Very truly yours,

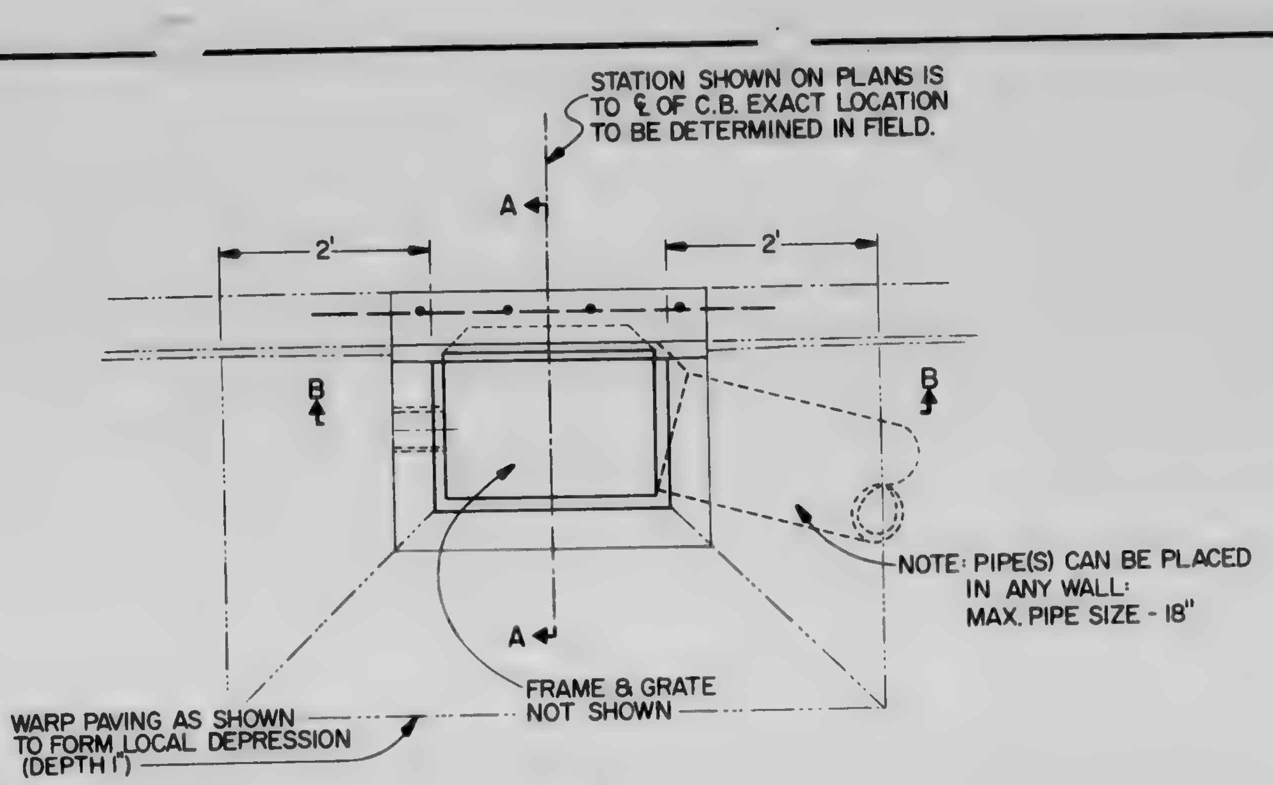
Edward A. Sigurdson, P.E.
City Engineer

EAS/RWL/rd

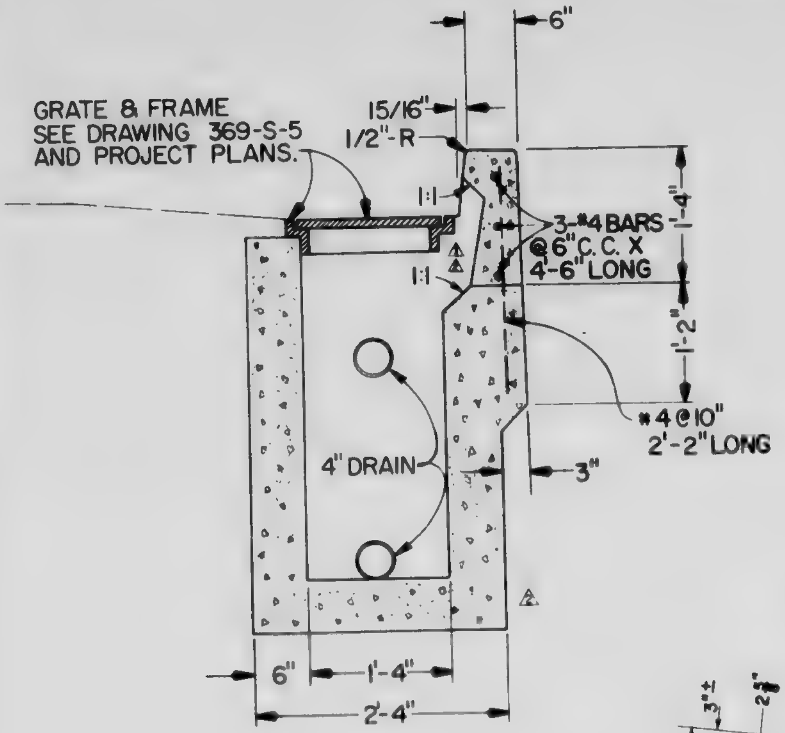
cc: Ralph Lambert, Project Engineer

Enclosures

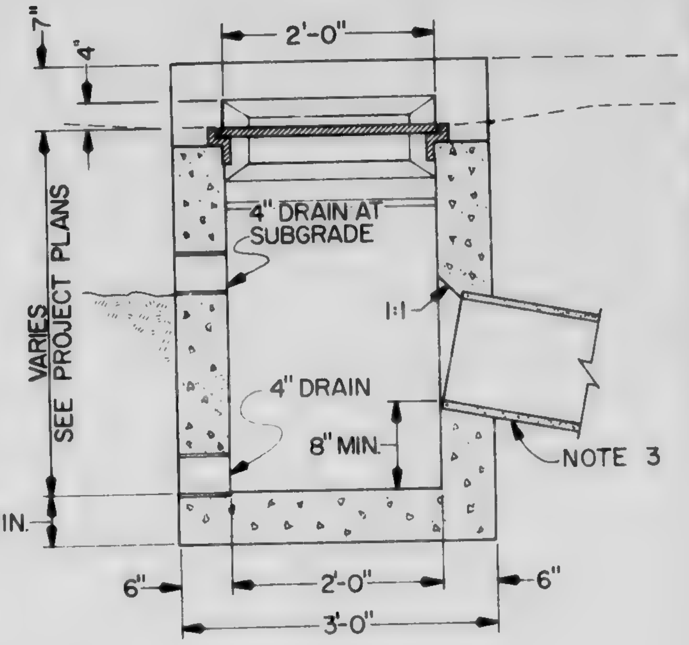
REFERRED TO
Beard Stoudenmeyer
✓ Cole Samp[illegible]
Eriksen Wats[illegible]
Hager [illegible]
Return Discuss Do File Copy [illegible]
BY FINAL DESIGN ENGINEER


STATION SHOWN ON PLANS IS TO ℄ OF C.B. EXACT LOCATION TO BE DETERMINED IN FIELD.
A
2'
2'
B
B
NOTE: PIPE(S) CAN BE PLACED IN ANY WALL: MAX. PIPE SIZE - 18"
A
FRAME & GRATE NOT SHOWN
WARP PAVING AS SHOWN TO FORM LOCAL DEPRESSION (DEPTH 1")

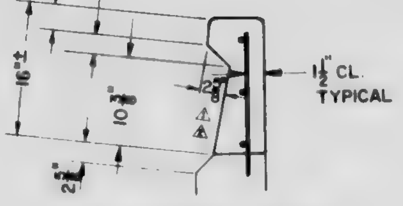
PLAN


6"
15/16"
GRATE & FRAME SEE DRAWING 369-S-5 AND PROJECT PLANS.
1/2"-R
1:1
3-#4 BARS @6" C.C. X 4'-6" LONG
1'-4"
1:1
1'-2"
#4@10" 2'-2" LONG
4" DRAIN
3"
6"
1'-4"
2'-4"

SECTION A-A


7"
4"
2'-0"
VARIES SEE PROJECT PLANS
4" DRAIN AT SUBGRADE
1:1
4" DRAIN
8" MIN.
NOTE 3
6" MIN.
6"
2'-0"
6"
3'-0"

SECTION B-B


3"±
2 3/8"
16"±
10 3/8"
2 3/8"
2 3/8"
1 1/2" CL. TYPICAL

CURB OPENING DETAIL

NOTES

1. ALL CONCRETE SHALL BE CLASS A/3300PSI.
2. DRAINS SHALL BE 4-INCH CONC. DRAIN TILE.
3. FOR OUTLET PIPE SIZE, LOCATION, AND INVERT ELEVATION SEE PROJECT PLANS

CITY OF SALEM
DEPARTMENT OF PUBLIC WORKS

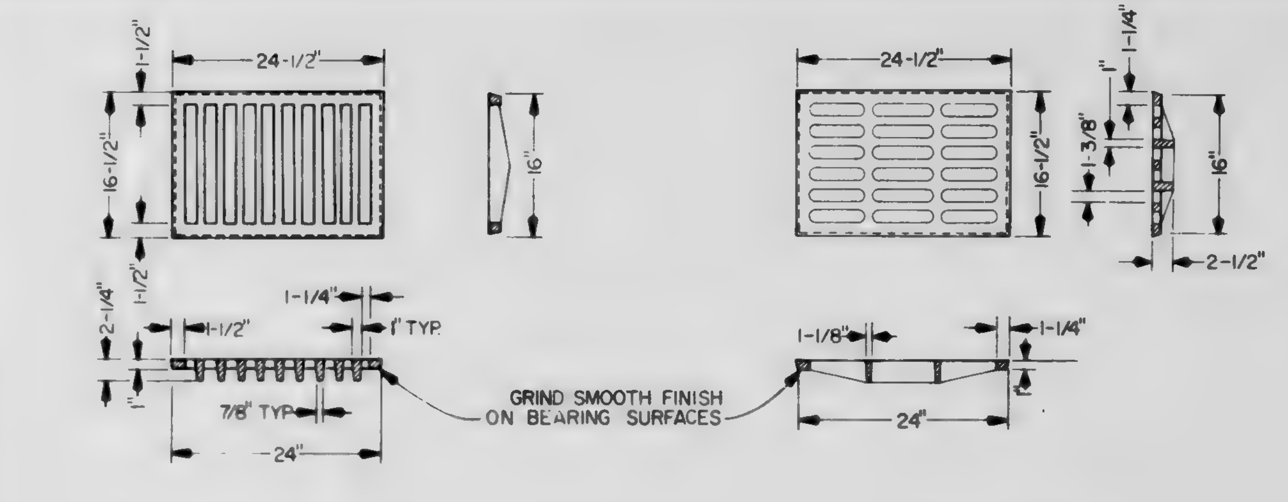
STANDARD CATCHBASIN DETAILS
TYPE 2 (SIDE INLET) CATCH BASIN

Edward A. Snyder

DRAWN BY: R.B.
DATE: 3/31/69
CHECKED BY: R.W.F.
FILE: 369-S-4

NO	DESCRIPTION	DATE	BY	APPR
2	CURB OPENING ENLARGED	4-73	RWL	EAS
1	CURB OPENING ENLARGED	2-70	R.W.F.	D.J.V.

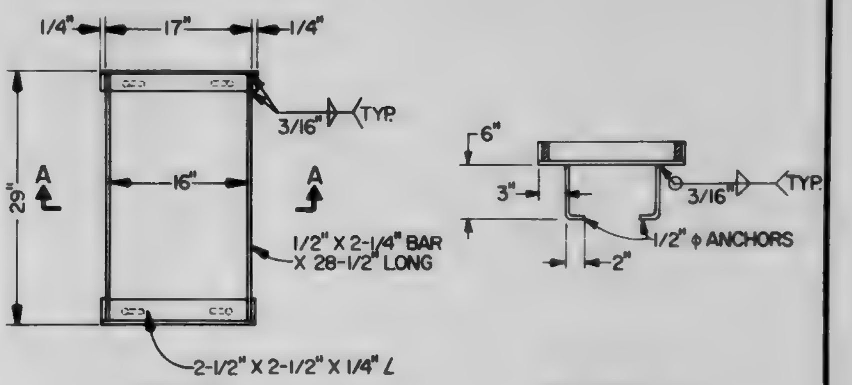
REVISION


24-1/2"
1-1/2"
16-1/2"
1-1/2"
16"
2-1/4"
1-1/4"
1-1/2"
1" TYP.
1"
7/8" TYP.
24"
GRIND SMOOTH FINISH ON BEARING SURFACES
24-1/2"
16-1/2"
1-1/4"
1"
1-3/8"
16"
2-1/2"
1-1/8"
1-1/4"
24"

TYPE A GRATE
1-1/4" CLEAR SPACING

TYPE B GRATE
1-3/8" CLEAR SPACING

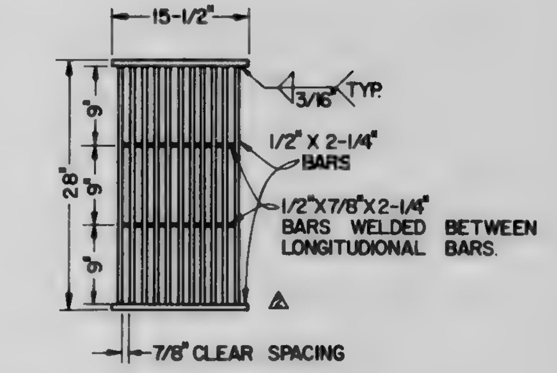
GRATE DETAILS
(CAST IRON OR CAST STEEL)


1/4"
17"
1/4"
29"
16"
A
A
3/16"
TYP.
1/2" X 2-1/4" BAR X 28-1/2" LONG
2-1/2" X 2-1/2" X 1/4" ∠
6"
3"
3/16"
TYP.
1/2" ϕ ANCHORS
2"

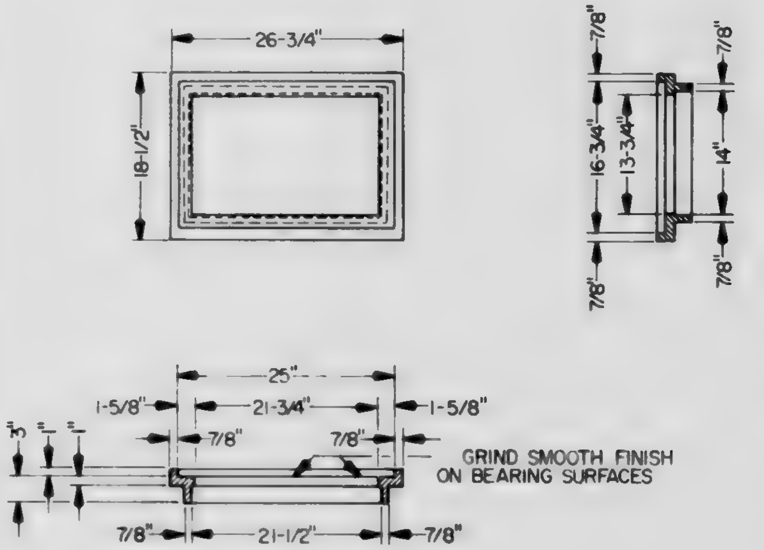
PLAN

SECTION A A

ALTERNATIVE WELDED GRATE FRAME
(FOR USE WITH WELDED GRATE)


15-1/2"
28"
9"
9"
9"
3/16"
TYP.
1/2" X 2-1/4" BARS
1/2"X7/8"X2-1/4" BARS WELDED BETWEEN LONGITUDINAL BARS.
7/8" CLEAR SPACING

TYPE B WELDED GRATE


26-3/4"
18-1/2"
7/8"
16-3/4"
13-3/4"
14"
7/8"
7/8"
7/8"
25"
1-5/8"
21-3/4"
1-5/8"
7/8"
7/8"
5"
1"
1"
GRIND SMOOTH FINISH ON BEARING SURFACES
7/8"
21-1/2"
7/8"

GRATE FRAME DETAILS
(CAST IRON OR CAST STEEL)

NOTES

1. ALL CASTINGS SHALL CONFORM TO ASTM A 48 (AASHO M 105) FOR GRAY IRON CASTINGS, CLASS 30, OR (AASHO M 192) (CLASS 70) FOR CAST STEEL.
2. ROUNDS, FILLETS, TAPERS AND OTHER MINOR MODIFICATIONS TO THE DIMENSIONS SHOWN FOR CASTINGS MAY BE MADE TO CONFORM TO COMMON SHOP PRACTICES.
3. GRATES AND FRAMES MAY BE OF CAST OR WELDED CONSTRUCTION, AT THE CONTRACTOR'S OPTION.
4. STEEL FOR WELDED GRATE & FRAME SHALL BE ASTM A-7 OR ASTM A-373.

NO	DESCRIPTION	DATE	BY	APPR.
2	REV TYPE B GRATE	4-73	R.W.L.	E.A.S
1	REV TYPE B GRATE & NOTE 4	3-70	R.W.F.	D.J.V

REVISION

ENGINEER
Edward A. Sigurdson

CITY OF SALEM
DEPARTMENT OF PUBLIC WORKS

CATCH BASIN FRAMES AND GRATES
TYPES A AND B

DRAWN BY: R.B.	DATE: 3/31/69
CHECKED BY: R.W.F.	FILE: 369-S-5

Salem

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
August 10, 1978

FROM: Duane O. Christensen
Final Design Engineer

TO: MEMO TO THE FILES

SUBJECT: Front Street Bypass
Division St.-Trade St.
City of Salem
Marion County

A review of the plan status on the subject project is as follows:

ROADWAY PLANS

Preliminary roadway plans are expected to be complete by September 1. We have received approval from the City on the connection at Division Street and the widening to Commercial Street at the north end of the project. The City is reviewing the possible necking down of some side streets at connections and is to furnish this information to us this week (August 7th).

LANDSCAPE PLANS

A rough layout of landscaping has been furnished to the City and we are awaiting their preliminary planting plan.

ILLUMINATION PLANS

To date only very preliminary layouts have been made.

STRUCTURE DESIGN

Structural design has not been started for the retaining wall design at the Center Street Bridge Off-ramp. Structures estimates that it will take three weeks to complete their work once final design approval is received and other priority work is completed.

SIGNALS

Traffic advises that preliminary work is progressing on the signal design portion of the project.

Final contract plans and specifications for the project will be prepared in time to meet the critical path schedule previously developed in December of 1977. Contract plans can be completed for earlier contracting on three months notice.

Versteeg

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ENGINEERING SECTION

Our target date for a preliminary set of plans is September 1, 1978. This means that all decisions and changes must be finalized by Monday, August 14, 1978.

DOC:ab
cc: E. S. Hunter
W. J. Hart
L. E. George
A. D. Olson
Merlyn Anderson
W. E. Cole
Ralph Lambert, City of Salem

from 12/77 Steering Comm. Meeting

Salem

CRITICAL PATH SCHEDULE
FRONT ST. BYPASS SYSTEM

- - Ferry - Trade Couplet (Church to Front St.)
Front Street (Trade to Division)
Commercial - Liberty Couplet (Division to Pine)

Project	Responsibility		Activity	Project Activity
	Agency	Person	Number	
Front Street Bypass System & Railroad Relocation	Salem	Lambert	1	Project Request Ferry-Trade Couplet & Salem-ODOT Agreement Comm.-Liberty Couplet
	COG/Salem	Mauldin	2	Form Project Advisory Committee
	ODOT Salem	Lambert	3	Preliminary Engr. ODOT Salem
Project Request PE Draft EIS Final EIS	COG	Mauldin	4	Draft EIS
	ODOT	Stearns	5	Authorization to release DEIS
	COG	Mauldin	6	Public Hearing
	Salem/COG	Lambert Mauldin	7	Design Study Report
	COG	Mauldin	9	Final EIS Approval
Railroad Relocation Permits Agreements Design Construction	Salem	Lambert	9	Final Design - RR Relocation
	Salem/ODOT / FHWA		10	Plan in Hand RR Relocation Final Design Approval
	Salem	Lambert	11	BNRR RR Relocation Design Approval
	Salem	Lambert	12	PUC Crossing Approvals
	Salem	Walker	13	ICC Application - Track Abandonment
	Salem	Walker	14	Railroad Agreements: BNRR - City SPRR - City BNRR - SPRR
	Salem	Lambert	15	RR Construction Agreement ODOT - City
	ODOT		16	RR Relocation - Advertise for Bids
	ODOT		17	RR Relocation - Award Construction Contract
			18	RR Relocation - Construction
Front Street Bypass System Final Design ROW Plan ROW/ Acquisition Construction/	ODOT	Stearns	19	Authorization for Final Highway Design
	ODOT		20	Final Design ODOT - Front Street
	Salem	Lambert	21	Final Design Salem - Comm.Lib.& Ferry-Trade Couplets
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	Salem	Glassock	23	Acquisition of ROW
	Salem/ODOT/ FHWA		24	Plan in Hand Final Design Approval
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	ODOT		26	Advertise for Bids
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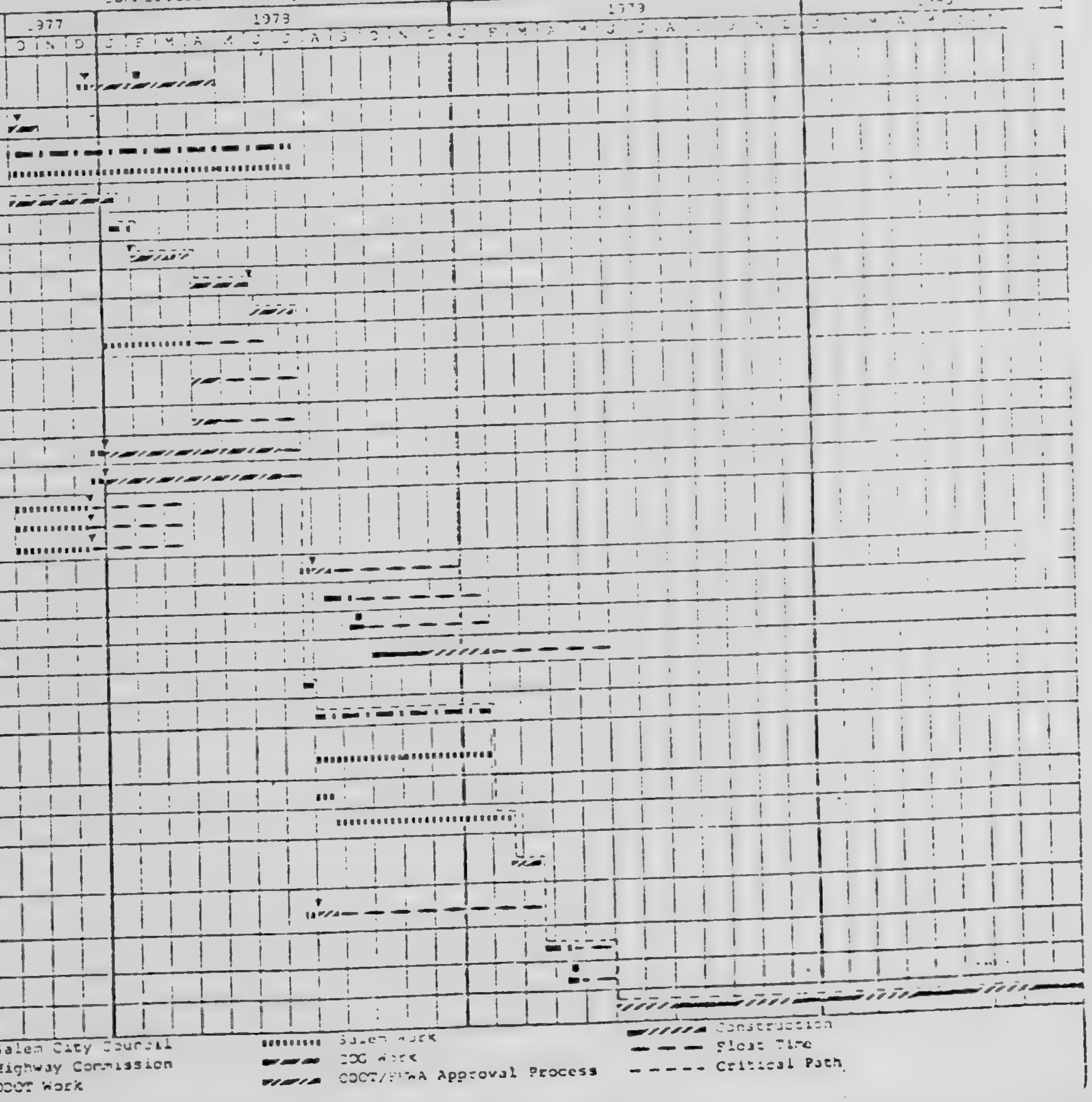

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: OR. DOT - HIGHWAY

PROJECT TITLE: Pine & Trade St. (Front Street Bypass)

DATE: May 25, 1978

The state has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as~~ ~~pXXXXXXXXX~~

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

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TECHNICAL SERVICES
MAY [illegible] 1978
REFER TO
FOR

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

PNRS #2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Ph: 378-3732

PNRS STATE REVIEW

Project #: [illegible]   Return Date: MAY 12 1978

ENVIRONMENTAL IMPACT REVIEW PROCEDURES

1. A response is required to all notices requesting environmental review.
2. OMB A-95 (Revised) provides for a 30-day extension of time, if necessary. If you cannot respond by the above return date, please call the State Clearinghouse to arrange for an extension.

ENVIRONMENTAL IMPACT REVIEW
DRAFT STATEMENT

( ) This project does not have significant environmental impact.

( ) The environmental impact is adequately described.

(x) We suggest that the following points be considered in the preparation of a Final Environmental Impact Statement regarding this project.

( ) No comment.

- - - - - - - - - - -

REMARKS

SALEM - FRONT STREET BYPASS DRAFT ENVIRONMENTAL IMPACT STATEMENT

1. In the discussion of Historical and Archeological Resources (V-74,75), it might be made clearer which properties in the proposed Commercial Street Historic District fall within the study area, and which fall within the project area. Each probabl ought to be itemized with its historic name and a complete address. This information was transmitted with our letter of September 9, 1977.

2. In addition to those properties mentioned as having been rehabilitated, the Bush-Breyman Block, 147 Commercial Street NE has been rehabilitated. The latter has been entered in the National Register of Historic Places, as has the Reed Opera House. The J. K. Gill Building, 356 State Street, and the Adolph Block, 362-372 State Street, have been reviewed and approved for nomination to the National Register of Historic Places on an individual basis. The State Advisory Committee on Historic Preservation gave its approval on the latter February 7, 1978. For purposes of Section 106 of the National Historic Preservation Act, the entire Commercial Street Historic District is considered by the State Historic Preservation Office to be eligible for inclusion in the National Register on the basis of its review and approval for nomination by the State Advisory Committee in 1971.

3. The Kelley Building (1904), 275 Commercial Street SE, is not mentioned in the discussion, and, as a property of acknowledged historical associations, it will require some mitigation of impact. Located on the NW corner of Trade and Commercial, it almost certainly lies within the project area.

Agency HISTORIC PRESERVATION OFFICE
STATE PARKS & RECREATION BRANCH
525 TRADE STREET SE
SALEM, OREGON 97310

By David G Talbot

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Ph: 378-3732

RECEIVED
APR [illegible] 1978
DIVISION OF STATE LANDS

PNRS STATE REVIEW

Project #: 7804 4 090 Return Date: MAY 15 1978

ENVIRONMENTAL IMPACT REVIEW PROCEDURES

1. A response is required to all notices requesting environmental review.
2. OMB A-95 (Revised) provides for a 30-day extension of time, if necessary. If you cannot respond by the above return date, please call the State Clearinghouse to arrange for an extension.

ENVIRONMENTAL IMPACT REVIEW
DRAFT STATEMENT

( ) This project does not have significant environmental impact.

( ) The environmental impact is adequately described.

( ) We suggest that the following points be considered in the preparation of a Final Environmental Impact Statement regarding this project.

( ) No comment.

- - - - - - - - - -

REMARKS

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency ______________ By ______________

Comment Letter Distribution

Environmental Section
May 30, 1978

cc: E. S. Hunter
D. H. Moehring
J. H. Versteeg
F. E. Terpin
Walter Hart
C. O. Fredrickson
Eddie Welsh
R. E. Kuehn-Dist. 3
Bill Kappus
Glen Green

Salem

MEMORANDUM

TO: Front Street Bypass Project Advisory Committee

FROM: Richard L. Knowles RLK

SUBJECT: Testimony re Front Street Bypass

DATE: May 11, 1978

The hearing before the City Council on the Front Street Bypass was opened at the Monday, May 8 meeting of the City Council; but because of the lateness of the hour (11:30 P.M.), only testimony from those persons who could not return in two weeks was taken. The only persons testifying were Mr. Mike Murphy and Mr. Dick Arnold representing the Bicycle Advisory Committee. Attached are copies of their testimony.

The Public Hearing was continued until May 22. We were told that we will be at the head of the agenda, so we should be on at about 7:30 P.M. At that time, a 15 minute presentation will be made and Mr. Schmidt will present the committee's recommendations. I would anticipate the hearing lasting about an hour. You are encouraged to attend.

RLK/cah
Attachments

1 Versteeg ✓
3 Christensen
George
2 Olson
Terpin
Sullivan
Scott
Savage

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MAY 15 1978
ENGINEERING SECTION

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Watson
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BY FINAL DESIGN ENGINEER

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TECHNICAL SERVICES
MAY 15 '78

Cy- REFER TO Versteeg

FOR

Info	Inves	R/D	D/R	Sign	Act	File

COORDINATING COMMITTEE
SALEM AREA TRANSPORTATION STUDY
MID WILLAMETTE VALLEY COUNCIL OF GOVERNMENTS

RESOLUTION 78-08

WHEREAS, the Mid Willamette Valley Council of Governments has been designated by the State of Oregon as the official Metropolitan Planning Organization for the Salem urban area; and

WHEREAS, the Coordinating Committee of the Salem Area Transportation Study is authorized by resolution of the Mid Willamette Valley Council of Governments to act on its behalf in administrative matters relating to transportation planning; and

WHEREAS, the Coordinating Committee has authorized an advisory committee for bicycle planning matters; and

WHEREAS, the Salem Area Bicycle Advisory Committee has recommended by unanimous vote to revise the existing Salem Area Bikeway Plan by adding an 8 foot bikeway to both the North Liberty and North Commercial segments of the proposed Front Street Bypass system;

NOW, THEREFORE BE IT RESOLVED BY THE COORDINATING COMMITTEE OF THE SALEM AREA TRANSPORTATION STUDY:

The Coordinating Committee hereby gives notice of intent to consider amending the Salem Area Bikeway Plan by adding a northbound and a southbound separate bikeway to the Front Street Bypass from Trade to Pine Streets. The Coordinating Committee recognizes that specific designs will be considered by the City Council and final design recommendations will be made in the Front Street Bypass Final Environmental Impact Statement. The City Council is requested to continue the public hearing two weeks so that the Grant/Highland Neighborhood can have an opportunity for submitting their comments.

4/26/78
Date

Ellen Lowe
Ellen Lowe, Chairman
Salem Area Transportation Study
Coordinating Committee

M E M O R A N D U M

TO: Salem City Council

FROM: SATS Salem Area Bicycle Advisory Committee

SUBJECT: Front Street Bypass Draft Environmental Impact Statement

DATE: May 8, 1978

The Salem Area Bicycle Advisory Committee recommends that the Liberty-Commercial Couplet portion of the Front Street Bypass project be designated as a segment of the bike route between downtown Salem and the Keizer area. To provide a route attractive to bike users the committee recommends an eight foot bike lane be included on the right side of both Liberty and Commercial Streets between Division and Pine.

The Bike Committee is presently working on a major update of the Salem Area Bikeway Plan. While the exact location of many bike routes has not been finally determined, we have identified most of the bike route corridors of which the Front Street Bypass is one.

Before agreeing on the Liberty-Commercial bike route recommendation the committee studied several other alternatives within this corridor.

Consideration was given to routing the bike traffic on Front, Broadway, 4th or 5th Streets. However, these alternatives were rejected for various reasons such as railroad tracks, parking, narrow streets with heavy traffic, numerous stop signs and indirect travel. It appeared that the cost to correct these problems would be greater than bike lanes included in the couplet.

An eight foot bike lane on both Liberty and Commercial Streets would provide a very important segment of the route between downtown Salem and the Keizer area with a minimum of traffic signals or stop signs to impede the speed or rhythm of the bicyclist. Experience from bike route planners in other areas such as Eugene has stressed that although a route may appear desirable because of low traffic, but has numerous stop signs and is indirect, it will not be used when a more direct arterial is available even though the traffic volumes may be much higher.

It was the committee's understanding that the traffic analysis prepared by the Oregon Department of Transportation indicated that a two-lane couplet would be adequate for the next 10-15 years. With this assumption, it was felt the couplet should be two lanes with additional width available for an emergency parking/bikelane. The SATS Right-of-Way Study states that parking is not permitted on an arterial, which includes this couplet.

Bicycles are a viable mode of transportation similar to a car or bus. Bicycling is the best energy-efficient means of transportation, would help reduce the present parking problem for both customers and employees in downtown Salem, and would not impede the improvement of Salem's air quality.

If we are to encourage the use of this efficient means of transportation, facilities must be provided. For these reasons, the Bicycle Advisory Committee recommends the Liberty-Commercial Couplet be designated as a segment of the bike route between downtown Salem and the Keizer area and bikelanes be included in the construction of this project.

ARNOLD/cah

F Mauldin

MINUTES

C.A.T.C. PUBLIC HEARING & FRONT STREET DISCUSSION

Time: 7:30 P.M.
Date: May 4, 1978
Place: City Council Chambers
Chairman: Jim Dutoit
Staff Liaison: Doug Van Dyke, 588-6048, Doug

The Citizens Advisory Traffic Commission held a public hearing on the next two Residential Permit Parking Districts and discussed the Front Street By-Pass prior to the Council public hearing of the Front Street draft Environmental Statement, May 8, 1978.

CATC's public hearing considered two Permit Parking Districts:

> Residential Permit Parking District 5 is bounded by Capitol Street, the alley north of Capitol Street, 12th Street, Mill Creek, 14th Street, State Street, 12th Street and the alley south of Capitol Street.
>
> Residential Permit Parking District 10 is bounded by Commercial Street, Leslie Street, Liberty Street, Bellevue Street, Pringle Creek, Church Street and Mission Street.

Staff presented CATC with background information on the Capitol Mall Alternatives Program, City Alternative Mode Program, Residential Permit Parking Program, plus justifications for considering these areas for residential permits. Testimony was then received by CATC from citizens favoring and not favoring the formation of both districts. No action was taken and the hearing closed. A tape is available. More complete documentation will be given in CATC's recommendation and report to City Council.

CATC then discussed the design and alignment of the Front Street By-Pass. After a presentation on the design by the Traffic Administrator, Doug Van Dyke, and much discussion, CATC made the following recommendation to City Council:

> "CATC recommends serious consideration be given to a spacious vehicular/pedestrian underpass at or in the vicinity of Chemeketa Street at Front Street. In conjunction with this recommendation, CATC also recommends the Court Street crossing of Front Street be eliminated by making the Front Street median continuous through Court Street.
>
> The intent of these recommendations is to provide safer pedestrian, bicycle, handicapped and vehicular access between the downtown core and the riverfront, and, additionally, allowing a freer flow of traffic on Front Street."

Attendance:

Members:	Jim Dutoit, Howard Smith, Marion Valburg, Joanne Thearle, Maurice Cohn, Charlene Zitzewitz (left after Public Hearing).
Staff:	Doug Van Dyke, Lew Garrison, Dean Frazier, Bob Wells, Chuck Stevens
Guests:	Mr. Ken Bonham, NEN representative Mr. John Lund, Oregon State Employees Assoc. Mr. Stephen Beech, Workman's Comp. Board Mr. R. M. Rodea, Workman's Comp. Board Mr. Jeff Johnson, Workman's Comp. Board Many other guests

A system of bicycle lanes and facilities for parking bicycles would encourage the use of bicycles. This would reduce the need for parking in the downtown and the Capitol Mall area, by reducing the usage of automobiles. As we know, the problem of automibile parking has been and is an issue in both the capitol mall -- with increased parking fees -- and the downtown -- with the addition of parking with parking structures. Bicycle facilities, including covered parking area for bicycles and on street bicycle lanes, would provide an incentive for more commuters to utilize the bicycle for the journey-to-work trip. This would reduce the demand for parking in the downtown and the capitol mall area. In addition, the reduction in the use of automobiles would reduce air pollution and the demand for petroleum in the Salem area from what it would otherwise be.

FRONT ST BYPASS HEARING
TESTIMONY

My name is Michael T. Murphy. I reside at 530 23rd N.E. I am a member of the Bicycle Advisory Committee, ~~although I am not here speaking for the committee. These views are my own.~~

I would like to present information as well as some of my opinions regarding the bicycle facilities on ~~regarding the~~ the Front St. Bypass project. At present the Bicycle Advisory Committee is revising the Comprehensive Plan for bicycles in the Salem urban area. The proposed bicycle facilities of the Front St. Bypass are an integral part of a revised comprehensive plan. It connects the downtown with points to the north, east and west.

To the north, the proposed bicycle lanes on N. Commercial and Liberty Streets would connect to a future bicycle lane facility on the I-305 replacement arterial. In addition, it would connect the Keizer, and Grant and Highland neighborhoods with the downtown.

To the east, we are investigating the possibility of bicycle lanes on Court and Chemeketa Streets. In addition, the Front St. Bypass would result in the removal of the Trade Street railroad tracks between 12th and Front streets. This would allow a bicycle ~~lane~~ path along the abandoned track between Winter and 12th Streets on the Willamette University campus. This would serve both the university and the community-at-large. If a way were found to cross 12th at this point a connection could be made.

to Mill Street between 12th and 23th, with eventual connection to the State Street bicycle path east of 23rd. This would provide a route from East Salem into the downtown area.

To the west, the Front Street Bypass would provide a link between the West Salem bicycle path and the downtown. At present, the bicycle facilities from West Salem terminate at the east end of the Marion and Center Street bridges at Commercial St. This is a dangerous area for bicyclists, particularly those coming off the Center Street bridge going east and south. The Front Street bypass project would encourage bicycle usage between West Salem and the downtown and Capitol Mall area by increasing safety and accessibility. ~~[illegible]~~ More bicyclists from West Salem would commute to the downtown and the Capitol Mall area.

In our discussions on the Bicycle Advisory Committee and with various local citizens, the question has arisen: Do we need to provide additional facilities for bicyclists in the Salem area? I think we need to, for several reasons. Additional facilities for bicyclists, such as on-street bicycle lanes, will encourage travellers to use the bicycle instead of the car. This would have several beneficial effects on Salem

9101

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center St NE - Salem OR 97301

DATE: May 11, 1978

In reply refer to: HPD.2-OR

SUBJECT: Oregon Project M-1705(1)
Pine Street-Trade Street
(Front Street Bypass)
City of Salem

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Chief of Operations
Oregon Department of Transportation
Salem, Oregon

A public hearing for the subject project was scheduled for May 8, 1978, by the Salem City Council. The Council agenda for that date showed ten other public hearings scheduled prior to the Front Street hearing. In addition, another item on the agenda was of considerable public interest and drew a very large crowd, taking a considerable amount of time to resolve.

The public hearing for Front Street was not opened until after 11:00 p.m. and then because of the lateness of time a motion was made and approved to reschedule the hearing in 2 weeks. Also, at that time three of the council members had left the meeting. Needless to say, we feel the overshadowing and delay of the Front Street hearing with all the other items of business does not meet the intent of FHPM 7-7-5 nor the State Action Plan.

We recommend that the City be advised that when the hearing is held on May 22 that it will be the prime item of business and that it meets the requirements for public hearings. Also, adequate notification to the public should be given for the change of hearing date to May 22, 1978.

for G. L. Green

5/12

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M-1705 (1)

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
222 S. W. Morrison St.
Portland, Oregon 97204

DATE: May 10, 1978

In reply refer to: HRC-010

SUBJECT: DEIS - Front Street Bypass

FROM : Assistant Regional Counsel
Region 10

TO : Mr. Glen L. Green
Division Administrator
Salem, Oregon

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We have reviewed the subject DEIS and have the following comments:

1. Noise and Air Quality Impact on Housing on Commercial and Liberty Streets:

While the DEIS indicates on pp. V-38 and V-54 that utilizing Liberty and/or Commercial Streets as the principle connection to the Front Street Bypass could result in a noise and air pollution hazard to the more than 100 residences on these streets, the sections on noise (Chap. 5, Subpart M) and air quality (Chap. 5, Supbart L) fail to adequately describe the noise and air quality impacts of the alternatives which utilize Liberty and/or Commercial Streets on these residences. Moreover, while p. V-38 indicates that the only feasible way to mitigate these impacts might be the purchase of such residences, Chapter 5, Subpart M, §4, which discusses noise mitigation measures, fails to discuss the alternative of purchasing severly impacted residences. The FEIS should contain a clear and concise discussion of the air quality and noise impacts on the residences along Liberty and Commercial Streets for each of the alternatives which proposes using one or both of these streets, including

A. information on the number of residences which would be impacted,

B. the extent of the impact,

C. the likelihood that noise abatement measures can reduce the impacts,

D. any noise abatement measures that will be adopted, such as property acquisition,

E. noise problems that cannot be resolved. See 23 CFR §771.18(i)(2)(V).

2. Discussion of Noise Impacts:

The discussion of noise mitigation measures on pp. V-113 and V-114 is very confusing. After indicating that there are no feasible mitigation measures to reduce the noise impact, the last paragraph states that "Once an alternative is selected, sound deflecting devices and techniques will be employed in the design of the facility." This apparent inconsistency should be resolved in the FEIS, and any proposed sound deflecting devices or techniques described.

3. Historic Resources:

A. Commercial Street Historic District - The State Historic Preservation Office (SHPO) has notified the State Transportation Department that the Commercial Street Historic District is on the Statewide Inventory of Historic Properties. The SHPO also stated that "While the district has not yet been nominated to the National Register, it is, in the opinion of our staff, probably eligible for inclusion." (See Appendix B-5-6) The SHPO's letter raises serious questions as to the applicability of the National Historic Preservation Act and §4(f) which must be clarified and resolved in the FEIS.

(i) National Historic Preservation Act - A determination must be made as to whether the Commercial Street Historic District or individual properties located therein are eligible to be on the National Register; if so, whether the proposed project will effect such district or properties, and if it does, there must be coordination with the National Historic Preservation Council. See 23 CFR 771.18(n) and 771.20.

(ii) §4(f) - In that the Historic District is on the Statewide Inventory of Historic Properties, a determination will have to be made as to whether the district is of state and local significance, and if so, whether the project will "use" any land from such district. A project "uses" land if it either takes land or has a material adverse effect on the current use of such lands. See Brooks v. Volpe, 460 F.2d 1193, 1194 (9th Cir., 1972); Stop H-3 v. Coleman, 533 F.2d 434 (9th Cir., 1976); Monroe County Conservation Council v. Adams, 566 F.2d 419 (2nd Cir., 1977). If both of the above determinations are affirmative, then a 4(f) statement will be required.

B. Historic Building at Commercial and Market - The FEIS will have to clarify whether §4(f) and/or the National Historic Preservation Act apply to the historic building at Commercial and Market Streets if any of the alternatives using Commercial north of Division is selected. If either statute applies, the FEIS will have to show compliance with the statutory requirements.

4. Marion Square Park:

The FEIS should clarify whether the proposed Front Street Bypass will "use" any land from the Marion Square Park. The proposed project will basically shift the major traffic from the east side of the park (Commercial Street) to the west side (Front Street). If the proposed project will result in material increases in the noise levels or reduction of air quality in the park in excess of what would occur if the project were not built, the project will "use" land from the park and §4(f) applies.

5. Secondary Impacts:

The DEIS fails to indicate whether there will be any secondary impacts as the result of the project, such as any significant additional commercial or industrial development and its environmental impacts. The FEIS should indicate whether there will be any such secondary impacts and their extent. See 40 CFR 2500.8(a)(3)(iii); 23 CFR 771.18(i)(1). See also City of Davis v. Coleman, 521 F.2d 661, 676 (9th Cir., 1975).

Please feel free to call if you have any questions concerning our comments, or if we can be of further assistance.

James F. Zotter

cc: Robert J. Bolger (HCC-40)

Salem

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 324-1925

Salem, OR
May 4, 1978

C. O. Fredrickson

FROM: C. O. Fredrickson
REGION II ENGINEER

TO: A. D. Olson
PRELIMINARY DESIGN ENGINEER

SUBJECT: Drainage Plan
Division St.-Trade St.
Front Street Bypass
City of Salem
Marion County

Your April 26, 1978 letter requested additional investigation and recommendations.

1. Reference is made to the possible use of the old mill race as an outfall or a possible conflict with the mill race. Reliable information concerning the mill race is apparently only attainable by physical excavation and review, this does not appear feasible. Perpetuating use of this mill race for future drainage does appear desirable. I would recommend that the plan as proposed be incorporated and should some conflict with the crossings of the mill race with the laterals occur, that appropriate modifications during construction would be incorporated.

2. Soils investigations revealed that the area underneath the existing Front Street is very wet. This would indicate that the underlying layers are not sufficiently permeable to allow draining of the base. The landscaped median area with irrigation must have sub-surface drainage.

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BY FINAL DESIGN ENGINEER

cc: Richard Nelson

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May 2, 1978

Ralph W. Lambert
Public Works Engineer
City of Salem
City Hall
Salem, Oregon 97301

Dear Mr. Lambert:

Re: Division St.-Trade St. (Salem)
Front Street, FAUS 1705
Marion County
(Drainage)

On April 27, 1978, I called you in regard to drainage on the subject project. We discussed the use of Type A curbs and special grates.

Enclosed please find the data you requested on the new inlet grate that we have adopted.

Very truly yours,

W. E. Cole
Design Engineer Supervisor

WEC:ab
Enclosure
cc: C. O. Fredrickson
Richard Nelson

7.21

Salem

Salem, Oregon
April 26, 1978

ado
A. D. Olson
Preliminary Design Engineer

C. O. Fredrickson
Region 2 Engineer

Drainage Plan
Division St.-Trade St.
Front Street Bypass
City of Salem
Marion County

Enclosed is a plan, profile, estimate and the narrative report on the drainage plan that Jerry Rien worked up for this project.

The narrative report identified at least two points that need field investigation and recommendations. One is in regard to possible use of the old mill race as an outfall or a possible conflict with the mill race. The other is questioning the need for all or part of the subsurface drainage that he has indicated.

Please have these areas reviewed and recommendations made as well as going over the rest of the narrative and design. If there are any questions, please contact Jerry Rien and discuss them directly with him in order to expedite completion of this phase.

ADO:ab
Enclosures

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DRAINAGE NARRATIVE
DIVISION ST.-TRADE ST. (SALEM)
April 24, 1978

The proposed construction plan for the Division Street-Trade Street (Salem) Section of FAUS 1705 was assigned to the Region II Location Office. However, due to the limited time scheduled for the completion of the project, the drainage plan was turned over to the Preliminary Design Unit and became the responsibility of this section to have it out on time.

The drainage has been completed within the time schedule and I will try to identify some of the controls and possible alternates to the proposed plan.

The existing drainage facilities at the northerly end of the project are limited to an 8 inch storm sewer which would be incapable of carrying the amount of water that is generated by the new system. There is also an old mill race on the north side of Division Street which is indicated as being plugged. There has been no investigation made at the present time as to the extent of the plug or the elevations of the existing facility so I'm proposing a new outfall to replace the existing 8 inch storm sewer on the south side of Division Street. If a survey would reveal and controlling agencies would permit, it might be possible to outfall the sewers designated on the plans as sewers A and B into this facility. At the present time it appears that it is being used for some minor storm sewer runs. Note that the initial runs into M-H (1A) across this mill race to get to M-H (2A). If it is determined that this run would not clear the mill race we might have to outfall a minor amount of drainage into it.

An existing 24 inch sanitary sewer in Marion Street just south of the mainline roadway sag, with its top 2± feet below finish grade and an additional 15 inch sanitary sewer 30 feet southerly of the 24 inch influenced my decision to take the "B" sewer northerly to a junction with the "A" sewer. Which is proposed to outfall to the river down Division Street.

The existing 18 inch sewer in Marion Street has a capacity of 6.5 cfs. We will add a minor amount of water to this as it was the outfall for the old storm water in this area.

I have utilized the 36 inch storm sewer in Center Street to handle the storm water generated from the "D" and "E" sewers. The 18 inch storm sewer in Chemeketa Street to handle the "F" sewer. The 16 inch storm sewer in Court Street will be used for a very minor amount of additional water. It has a capacity of less than 5.0 cfs and is handling a large sized drainage area at the present time.

The existing drainage facilities to the south of Court Street are practically non-existant so I have proposed a new "G" sewer to handle the storm water between Court Street and Trade Street.

The "G" sewer outfall down State Street will require a sewer easement across some formerly vacated land at the westerly end of State Street. This sewer down State Street is tentatively located 10 feet southerly of the northerly right-of-way line of State Street. However, there is no apparent obstructions in State Street. The sanitary sewer at the westerly end is deep and we would be well above it at any location. There is a log dump which was mentioned to me by Keith Rudisell from the Region II Location Office, but we will miss it with the sewer's present location. This log dump has not been located by any means other than observation at present. The City of Salem had requested that their type 2 catch basin be used on this project; however, in talking to Steve Macnab from Hydraulics Section, we decided to use the CG inlet which is larger and will take fewer inlets to do the job. If the clean-out is required we could add the 8 inch basin to the bottom of the CG inlet.

SUB-SURFACE DRAINAGE

The sub-drainage is in a separate estimate. The drill log for the Center Street Bridge ramp show gravelly materials were encountered approximately 4 feet below the existing surface. However, this location was formerly occupied by the old depot and (the top material) could have been imported. Looking at the excavation in the parking lot area between Chemeketa and Court Street (west of Front Street) it appears that the gravelly material was encountered almost immediately also talking to the Resident Engineer on Center Street Off-ramp project (Art Gottfried) he confirms that the gravelly material is close to the surface but he didn't know about the permeability of the material. With further investigation it might be possible to eliminate the 8 inch perforated pipe or possibly the system down the median which would handle the drainage from the plantings in the median area. The $67,000.00 sub-drainage estimate would be split approximately fifty-fifty between the median drainage and the roadway (sub-surface) drainage.

CATCH INLETS

I haven't called for any transverse grates on any of the inlets due to the proposed bicycle path for the area. Also as before-mentioned we have used the CG inlet instead of Salem's Type 2 (Catch Basin) as requested. A slight modification of the CG inlet would make it compatible. We have velocities of no less than 3.0 fp.s which should eliminate the need for the catch basin part of the inlet.

*****

The new storm sewers "A" and "G" are designed for a fifty year storm due to the sags located on the mainline.

*****

No action has been initiated for the sewer easement required at the westerly end of State Street.

*****

The removal of catch inlets is included in the Region 2 Location estimate under the item "Removal of Structures and Obstructions".

G. L. Rien
April 25, 1978
G. L. Rien

GLR:ab

7/31

MEMORANDUM

TO: Salem City Council

FROM: Richard Schmidt, Chairman
Front Street Bypass Project Advisory Committee

SUBJECT: Front Street Bypass Draft Environmental Impact Statement

DATE: April 26, 1978

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The Front Street Bypass Project Advisory Committee was appointed by the City Council in October 1977 to advise the City Council, other committees and staff of local concerns during the development of the draft Environmental Impact Statement. We have met ten times since November 14, 1977 and have discussed many issues relating to this project. Those issues range from selection of corridor alternatives to design features of the facility itself. The following report is the product of these meetings, our discussions, and recommendations to the City Council.

Corridor Alternatives

Background

At the outset, we looked at six alternative corridors within the broader corridor between Broadway and the Willamette River. We had the benefit of the studies conducted by the Grant and Highland Neighborhoods which resulted in the West of Broadway Study. The six alternatives we studied were:

1. No Build.
2. Build Front Street Bypass south of Division Street, and Liberty-Commercial Couplet north of Division Street to Pine Street.
3. Build Front Street Bypass south of Division Street and Commercial Street two way north of Division Street to Pine Street.
4. Build Front Street Bypass south of Division Street and Front Street two-way north to Pine Street.
5. Build Front Street Bypass south of Division Street, using Front and Commercial Streets as a couplet system north of Division Street.
6. Build Front Street Bypass south of Division Street, with a connection via Division and Liberty Streets to Broadway, using Broadway north to Pine Street.

During development of the Environmental Impact Statement, the sixth alternative was excluded because it didn't prove to be a feasible alternative.

The reasons for exclusion were as follows:

1. Broadway would probably not function as part of the Front Street Bypass system since it is "out of direction" from Front Street and is intended to function as part of the Church-High Street couplet serving the east side of the retail core.

2. Broadway passes through a substantial residential area in its northern part and between Highland School and neighborhood park. To widen Broadway to six lanes would fragment the neighborhood and be detrimental to the school and park.

3. The Liberty Street diagonal connection to Broadway passes by Boones Tavern, which is on the National Register of Historical Places.

The five alternatives selected for evaluation in the EIS were the subject of our study and review. We evaluated these alternatives in terms of their ability to carry the projected traffic, effects on residential and commercial uses, compatibility with future plans, and economic impact, both immediate costs and long range effects. Our reasoning is as follows:

Alternative 1 - (No Build)

Although there would be an initial savings of about $5.2 million, the long range consequences of doing nothing were viewed as being detrimental to the economic viability of the downtown. We were presented information that showed worsening traffic congestion not only on Front Street but in the downtown and on Liberty and Commercial Streets that would overload these streets beyond capacity. Another consequence we viewed as having an adverse impact is that the proposed riverfront development and greenway would suffer without improvements being made to Front Street.

Alternative 2 - (Front Street, Liberty-Commercial Couplet)

This alternative has been the most discussed over the years because it has been the proposed project. The plans drawn for downtown renewal and greenway development assume Front Street being developed. In North Salem, the neighborhoods studied the alterantives and concluded that the Liberty-Commercial couplet, overall, was the best alternative. There have been concerns expressed, however, during our discussions. One concern has been the effect of traffic, noise and air pollution on the residential area along Liberty Street. As the EIS points out, there will be some adverse effects on the residential area as a result of traffic. Another concern that has been expressed is that of preserving the trees along Liberty and Commercial Streets.

In the area south of Division Street, there was strong support for constructing Front Street because we believe it is essential to a strong downtown core area.

Despite some drawbacks relative to traffic in the residential area, the Project Advisory Committee's conclusions were that this is the best alternative overall, because it is the least expensive, will require no right-of-way acquisitions or displacements of residents or businesses; and, if the roadway is widened no more than 8 feet, will minimize tree removal.

Alternative 3 - (Front Street Bypass - two way Commercial Street)

Our conclusions on the desirability of constructing Front Street south of Division Street is the same as Alternative 2 and holds for all the Alternatives 2-5.

North of Division Street, Alternative 3 would require additional right-of-way and displacement of housing and businesses. It would, however, allow adequate room to develop a six lane roadway with left-turn refuges, sidewalks, bikeways and landscaping. It would have the advantage of impacting the residential areas to the east less then Alternative 2. The cost, however, was viewed as a major detraction. In the final analysis the PAC viewed this alternative less desirable than Alternative 2.

Alternative 4 (Front Street Bypass - Front Street)

Although the PAC viewed as one advantage of this alternative the relative decrease of traffic on Liberty Street, the complications of removing businesses and industrial uses, relocating railroad tracks and spurs, conflicts with truck and auto traffic, rebuilding the Mill Creek bridge and building a new railroad bridge, and the costs associated with these make this an undesirable alternative.

Alternative 5 - (Front Street Bypass - Front-Commercial Street Couplet)

The PAC recommendation on this alternative was split. Two members recommended this alternative because it would have the least impact on the residential areas to the east and would tie in with future plans for a riverfront park in the area of Columbia Street, and the Willamette Greenway.

However, the majority of PAC members preferred Alternative 2 over this and other alternatives.

> RECOMMENDATION: THE FRONT STREET BYPASS PROJECT ADVISORY COMMITTEE RECOMMENDS TO THE CITY COUNCIL THE SELECTION OF ALTERNATIVE 2 AS THE PREFERRED CORRIDOR ALTERNATIVE.

Design Alternatives

The Project Advisory Committee, following corridor alternative selection, turned its attentions to design considerations of Alternative 2, devoting the last two months to study and discussion of these more specific features. These topics included:

Ferry Street. The early preliminary engineering proposed removal of parking along Ferry Street and restriping to accommodate three lanes of traffic. There currently are two moving lanes of traffic with parking both sides. Subsequent preliminary design indicated removing parking on one side between High and Liberty Streets and restriping to three moving lanes within the existing roadway (curb to curb). Parking would be removed on both sides of Ferry Street between Liberty Street and Commercial Street to accommodate four lanes of traffic where projected volumes are highest. Between High and Liberty Streets, however, projected traffic is much lower, and small businesses there rely upon short term on-street parking. We were also supplied with a capacity analysis prepared by the State Department of Transportation that indicated capacity of the street in this section will be limited to 9,000 ADT at Ferry and Liberty Street, and 8,000 ADT at High and Ferry Street; that the constraints will be signals and turning movements rather than number of lanes.

> RECOMMENDATION: THE COMMITTEE RECOMMENDS THAT PARKING NOT BE REMOVED ALONG FERRY STREET BETWEEN CHURCH STREET AND LIBERTY STREET UNTIL SUCH TIME THAT THERE IS A DEMONSTRATED NEED TO REMOVE PARKING AND INCREASE THE NUMBER OF MOVING LANES.

Front Street Bypass Design. A number of design considerations were studied and discussed ranging from signals to landscaping. Following are the recommendations of the committee.

Liberty Street-Ferry Street Intersection. The design of this intersection is important to the function of the Front Street Bypass and to the objectives of decreasing traffic on Liberty Street in the downtown. At this intersection traffic is intended to be diverted to Ferry Street westbound, and travel lanes reduced from three to two on Liberty Street north of Ferry Street. To accomplish this, design of this intersection must create incentives to Ferry Street and disincentives to northbound traffic on Liberty Street.

> RECOMMENDATION: THE PAC RECOMMENDS THAT THE LIBERTY STREET-FERRY STREET INTERSECTION BE DESIGNED WITH AN EXTENDED CURB AT THE NORTHWEST CORNER OF THE INTERSECTION TO ASSIST IN DIRECTING TRAFFIC ONTO FERRY STREET AND LIMIT THROUGH TRAFFIC ON LIBERTY STREET TO TWO LANES NORTH OF FERRY STREET, BUT THAT THE DESIGN BE FLEXIBLE ENOUGH TO ACCOMMODATE THREE LANES IN THE FUTURE IF THE NEED WERE TO ARISE. THE COMMITTEE FURTHER RECOMMENDS THAT SIGNING, SIGNALIZATION, LANDSCAPING AND OTHER DESIGN FEATURES BE USED TO IDENTIFY THE FRONT STREET BYPASS, AND THAT THESE TECHNIQUES BE USED AT THE NORTH DIAGONAL INTERSECTION OF FRONT STREET AND COMMERCIAL STREET AS WELL.

Trade Street. The committee studied the four alternatives previously studied by the Pringle Project Advisory Committee, and recommends "Scheme C". Scheme "C" is a compromise design that incorporates landscaping and retains some parking on the north side of Trade Street with a curb separating the travel lanes from parking.

Landscaping, Signing, Signalization. Preliminary landscape plans being prepared by the State Department of Transportation were reviewed. We were informed that State and Federal Highway engineers are reluctant to incorporate "fixed objects" in median strips such as lighting and signal fixtures, raised planters, and trees. City staff informed us that the Front Street Bypass Steering Committee is recommending landscaping treatment compatible and similar to that of the Pringle Creek Parkway, and that plans call for trees in the median except where they may be a safety problem.

The Front Street section is being designed to be compatible with future riverfront and greenway development.

> RECOMMENDATION: THE COMMITTEE UNANIMOUSLY RECOMMENDS THAT THE LANDSCAPING, SIGNING, LIGHTING AND SIGNALIZATION OF THE FRONT STREET BYPASS BE CONSISTENT WITH THE DESIGN OF THE PRINGLE CREEK PARKWAY, AND THAT TREES THAT REQUIRE MINIMUM MAINTENANCE BE USED IN THE MEDIAN AND ALONG THE EAST SIDE OF FRONT STREET, WITH DESIGN COMPATIBLE WITH THE FUTURE RIVERFRONT DEVELOPMENT ON THE WEST SIDE.

> WE FURTHER RECOMMEND THAT SIGNING BE DESIGNED TO CLEARLY DIRECT PEOPLE TO SUCH AREAS AS THE CAPITOL MALL, RETAIL CORE, RIVERFRONT AND SO FORTH; AND THAT IT BE ADEQUATE TO AVOID CONFUSION.

Pedestrian, Bicycle and Vehicle Access - South of Division Street. A number of issues were discussed, the principle ones relating to east-west access across Front Street between downtown and the Riverfront, and vehicle access to and from Front Street. We were advised that preliminary engineering calls for a signalized intersection at Front Street and Court Street, and at Front Street diagonal at Front Street, with no left turn movements except at Court Street. A proposal had been discussed for a possible left-turn movement from Front Street southbound to Chemeketa Street. The committee consensus was that left turn movements would tend to undermine the smooth flow of traffic on Front Street and consequently restrict capacity. The possibility of a pedestrian overpass in the vicinity of the Center Street bridge were aired. Problems associated with such an overpass are grade requirements, which would require lengthy approaches, and the apparent need to coordinate construction of the Marion Street and Center Street bridge ramps with such an overpass. Pedestrian access is proposed at-grade at Court Street. Pedestrians would cross Front Street in two signal phases, and vehicles would have east-west access as well, with left turn movements onto Court Street.

> RECOMMENDATION: THE COMMITTEE RECOMMENDS THAT ADEQUATE PEDESTRIAN ACCESS ACROSS THE FRONT STREET BYPASS BE GIVEN A HIGH PRIORITY, WITH PROVISION FOR A GRADE SEPARATED CROSSING. WE RECOMMEND THAT SMOOTH FLOW OF TRAFFIC ON FRONT STREET BE A STRONG CONSIDERATION, WITH A CONTINUOUS LANDSCAPED MEDIAN INCLUDING TREES BETWEEN THE FRONT STREET/FRONT STREET DIAGONAL INTERSECTION AND COURT STREET. WE FURTHER RECOMMEND THAT FRONT STREET DIAGONAL INTERSECTION AT COMMERCIAL AND DIVISION STREETS BE DESIGNED SO AS TO PROVIDE FOR SAFE PEDESTRIAN ACCESS ACROSS FRONT STREET.

Liberty-Commercial Street Couplet. The committee spent a considerable amount of time discussing alternative designs for this section of the system. We were presented with a capacity analysis report prepared by the State Department of Transportation that indicated two lanes each on Liberty and Commercial Streets would be adequate for 39,000 ADT combined, or nearly the projected Year 2000 traffic. This report was later revised to 33,000 ADT, about 8,000 ADT short of the projected Year 2000 volumes. The same report indicated three lanes each direction would handle 47,000 vehicles, 6,000 more vehicles than projected to the Year 2000. Our discussion thus centered upon whether there should be two or three lanes of traffic and also whether or not there should be parking. We were advised that adopted policies call for no parking on arterial streets.

Other considerations we studied were whether bicycle lanes should be incorporated on Liberty or Commercial Streets or parallel streets, east-west pedestrian access, and landscaping. We were presented with information that the neighborhood groups (Grant and Highland) are considering a possible bicycle route on 4th Street, with crossings at Columbia and Norway Streets to provide routes to the proposed riverfront park. The bicycle advisory committee is recommending that bike lanes be incorporated into Liberty and Commercial Streets.

The preservation of existing trees and planting strips was a strong consideration in our recommendations on Liberty and Commercial Streets. The committee believes that the roadway should be widened only enough to accommodate three lanes of traffic so that the maximum number of trees be preserved.

WE FURTHER RECOMMEND THAT SIGNING BE DESIGNED TO CLEARLY DIRECT PEOPLE TO SUCH AREAS AS THE CAPITOL MALL, RETAIL CORE, RIVERFRONT AND SO FORTH; AND THAT IT BE ADEQUATE TO AVOID CONFUSION.

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RECOMMENDATION: THE COMMITTEE RECOMMENDS THAT ADEQUATE PEDESTRIAN ACCESS ACROSS THE FRONT STREET BYPASS BE GIVEN A HIGH PRIORITY, WITH PROVISION FOR A GRADE SEPARATED CROSSING. WE RECOMMEND THAT SMOOTH FLOW OF TRAFFIC ON FRONT STREET BE A STRONG CONSIDERATION, WITH A CONTINUOUS LANDSCAPED MEDIAN INCLUDING TREES BETWEEN THE FRONT STREET/FRONT STREET DIAGONAL INTERSECTION AND COURT STREET. WE FURTHER RECOMMEND THAT FRONT STREET DIAGONAL INTERSECTION AT COMMERCIAL AND DIVISION STREETS BE DESIGNED SO AS TO PROVIDE FOR SAFE PEDESTRIAN ACCESS ACROSS FRONT STREET.

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The preservation of existing trees and planting strips was a strong consideration in our recommendations on Liberty and Commercial Streets. The committee believes that the roadway should be widened only enough to accommodate three lanes of traffic so that the maximum number of trees be preserved.

> RECOMMENDATION: THE COMMITTEE RECOMMENDS THAT LIBERTY AND COMMERCIAL STREETS BE WIDENED SIX FEET EACH, TO ACCOMMODATE THREE TWELVE FOOT LANES, AND THAT PARKING REMAIN UNTIL SUCH TIME THAT THREE MOVING LANES ARE NEEDED. WE RECOMMEND THAT THE ROADWAY BE WIDENED EQUALLY ON EACH SIDE OF THE STREET TO PRESERVE AS MANY TREES AS POSSIBLE. AS SOON AS FINAL ENGINEERING IS COMPLETED, WE RECOMMEND THAT TREES BE PLANTED WHERE NECESSARY AND FEASIBLE TO ALLOW MAXIMUM GROWTH TIME PRIOR TO CONSTRUCTION.
>
> WE RECOMMEND THAT A BIKEWAY NOT BE INCORPORATED ALONG LIBERTY AND COMMERCIAL STREETS. THE REASONS FOR THIS RECOMMENDATION ARE THAT WE BELIEVE THERE WOULD BE A SEVERE SAFETY HAZARD TO BICYCLISTS BECAUSE OF THE HIGH TRAFFIC VOLUMES PROJECTED. THIS WILL BE COMPOUNDED BY HIGHER THAN AVERAGE TRUCK TRAFFIC, WHICH WOULD POSE A PARTICULAR HAZARD TO CHILDREN ATTEMPTING TO USE SUCH A FACILITY. WE RECOMMEND THAT THE GRANT AND HIGHLAND NEIGHBORHOOD GROUPS STUDY THE FEASIBILITY OF A COMMUTER BIKEWAY ON BROADWAY.
>
> WE FURTHER RECOMMEND THAT THE GRANT AND HIGHLAND NEIGHBORHOOD GROUPS STUDY THE LIBERTY-COMMERCIAL CORRIDOR AND DEVELOP A SPECIFIC CORRIDOR PLAN SIMILAR TO THAT DEVELOPED FOR THE LIBERTY-COMMERCIAL COUPLET SOUTH BY THE SCAN ORGANIZATION.

Utilities. We were presented with information and studied the question of undergrounding or relocating overhead utilities. The Riverfront-Downtown Urban Renewal Plan and North Salem Development Plan both list as objectives the undergrounding of utilities where feasbile. Costs of undergrounding range from $700 per lineal foot for subtransmission lines to $20/LF for distribution lines. Telephone lines cost about $25/LF to underground. Costs of relocating lines would be considerably less. Costs to property owners for conversion would range from $400-500 for residences to more for commercial uses.

The PAC believes that undergrounding of utilities is a desirable objective for the Front Street Bypass, Greenway and riverfront and north Salem neighborhood along Liberty and Commercial Streets, recognizing that there needs to be some flexibility in funding and fixing costs. Some possibilities include private (utilities and property owners) and public (local government, Block Grant local project funds, etc.).

> RECOMMENDATION: THE COMMITTEE RECOMMENDS THAT THE CITY CONSIDER DIVERTING FUNDS TO ASSIST IN UNDERGROUNDING ALL UTILITIES ON MAJOR PROJECTS SUCH AS THE FRONT STREET BYPASS, USING PUBLIC OR PRIVATE FUNDS OR COMBINATION THEREOF.

KNOWLES/cah

MEMORANDUM

TO: Front Street Bypass Project Advisory Committee

FROM: Richard L. Knowles RLK

SUBJECT: Front Street Bypass Design Considerations

DATE: March 16, 1978

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Comments please.

We have discussed Front Street design with ODOT engineers who are working on Front Street design, City engineering and traffic staff and parks and recreation staff. As a result of these meetings, we will have some preliminary design options developed for your March 27 meeting. These will address the issues identified earlier. In addition, we will be prepared to discuss design options North of Division Street, which include two or three lanes on the couplet, widened or no widening of the roadway, policy recommendations on landscaping, signalized crossings, and pedestrian/bicycle movements.

To assist in discussion of these options, I have enclosed a copy of the capacity analysis prepared by the Urban Studies Section, ODOT. I am also enclosing copies of cross-sections along Front, Trade, Ferry, Liberty and Commercial Streets out of the draft EIS. Listed below are some of the options available for the Liberty-Commercial Street couplet section.

1. Widen six feet, remove parking, grade and storm drainage improvements, railroad drop gates, restripe for 3 lanes each direction. This is based upon the original project proposal (Figure 3).

   Based upon ODOT's analysis, there appears to be some question of the need for 3 lanes. If this option were selected, which side should be widened, both sides, and what policy recommendations on preserving existing tree lawns and trees? Also, where should crossing points be located?

   Costs of this option would be approximately $1,000,000 plus $100,000 for bridge modification. Signalized crossings can be estimated at about $35,000-$50,000 each.

2. Retain existing roadway of 30 feet, remove parking, grade and storm drain improvements, railroad drop gates, pedestrian/bicycle/vehicle crossings, restripe for two 12-foot lanes with 3 foot safety shoulders each side.

   The capacity analysis supplied by ODOT indicates that there may not be a problem with capacity with slight modifications to signalized intersections, at least until near the Year 2000. Any further signalized intersections will have a tendency to reduce capacity, the degree of which being determined by the number and sequencing of signals.

   Cost of this option is estimated at about $300,000 for grade modifications and drop gates, $100,000 for bridge modification. This would leave about

$700,000 that could be applied to other parts of the project, for example:

1. Related bikeway and street diverter development.

2. Grade separated pedestrian/bicycle crossing at Front Street.

3. Pedestrian/bicycle/vehicle actuated crossings.

4. Undergrounding of utilities along Front Street (cost of undergrounding 57 KV between State Street and substation estimated at approximately $1,400,000).

5. Curb extensions in the downtown (the eligibility of this, coordination with downtown development, timing are questions that require further study).

A reminder, the next meeting will be 7:00 A.M. March 27, 1978 at the PGE Room, Civic Center (Library ground floor).

DK/cah
Attachments

M E M O R A N D U M

TO: Front Street Bypass Project Advisory Committee

FROM: Richard Knowles RLK

SUBJECT: Alternative Selection and Design Considerations

DATE: March 9, 1978

HUNTER

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Info

At the last PAC meeting, we discussed getting into design considerations and developing a report to the City Council for presentation at the public hearing. In order to accomplish this next task, it seems to me that the PAC should first select an alternative so that you can then get into the detail necessary for an analysis of design alternatives. However, since all the build alternatives are the same south of Union Street, we can begin to look at design alternatives South of Division Street. This suggests an agenda for the Monday morning (March 13) meeting. Please note the change in location i.e., the PGE Room, Library ground floor, Civic Center.

Also, the schedule of meetings should probably be discussed between now and the public hearing. We anticipate having the DEIS off the press about the end of next week (March 17). If so, we should be able to use March 20 as the release date, in which case the earliest public hearing would be April 24. Allowing two weeks for a continued public hearing would place the second hearing at 49 days from date of release. If the DEIS is released by March 23, we can have the public hearing on April 24. Based upon this, I suggest the following schedule.

March 13	1. Select alternative. 2. Identify and select design issues south of Union Street.
March 20	Spring Vacation
March 27	Discuss and select design options south of Union Street.
April 3	1. Discuss and select design options south of Union Street. 2. Discuss design options north of Union Street.
April 10	1. Discuss and select design options north of Union. 2. Discuss content and form of PAC report to City Council.
April 17	Finalize report to City Council.

Alternative Selection

Enclosed are the materials to assist you in analyzing the various alternatives. You will note that there are not any clear lines that can be drawn that would indicate one alternative is preferable over another, other than perhaps immediate costs. Each alternative has its pros and cons.

Design Issues South of Union Street

Listed below are some of the design issues that are perceived. This list may not be complete, and the purpose of Monday's meeting will be to identify design issues for further analysis. Because these issues are broader and have policy implications that reach beyond just the physical facility of Front Street, the issues identified go beyond the Front Street itself.

Ferry Street

1. Two lanes or three between High and Liberty Streets.

2. Parking one-side, both sides or no parking.

Commercial-Ferry Street Intersection

Disincentive design to traffic continuing north on Liberty Street; incentive design to direct traffic onto Ferry Street.

   a. Signalization
   b. Signing
   c. Curb, crosswalk projections
   d. Landscaping

Trade Street

1. North side design compatibility with south side.

2. Signing and signalization design compatibility with Pringle Parkway.

3. Landscaping

Front Street

1. Median.

   a. Necessary 22 foot width?

   b. Landscaping:

      1) Vegetative or man-made
      2) In median or at edges

2. Court Street Signal

   a. Favor pedestrian?
   b. Crosswalk north or south side of street?

3. Landscaping

4. Signalization and signing compatibility with Pringle Parkway, future riverfront and downtown motif.
    a. Free standing design
    b. Symbolic signs
    c. Identification of pedestrian/bicycle routes
5. Grade separated crossing
6. Bicycle/pedestrian routings and facilities
7. Marion Square Park: walls, berms, structural sound diverters, open or closed design.
8. Access on and off Front Street
    a. Chemeketa - left turn?
    b. Marion, Center, Union
    c. State
9. Utilities - overhead or underground

Downtown

1. Disincentives or incentives to through traffic
    a. Signals: favor pedestrians or vehicles
    b. Curb extensions, street narrowing
    c. Landscaping, street furniture
    d. Signing
    e. All directional intersections
2. Parking, no parking, limited parking along Liberty, Commercial Streets

Informational Meetings

The CAN-DO, Grant and Highland Neighborhood groups were contacted to determine their interest in having a joint informational meeting. Grant and Highland Neighborhoods indicated a desire to have such a meeting. CAN-DO indicated a desire to use their regular Thursday morning meeting for this purpose. No specific dates have been established, but the CAN-DO meeting will probably occur March 23 or 30th, and the Grant-Highland meeting the first or second week of April. We intend to mail notices to all property owners and residents in the study area giving notice of the meeting. The Draft EIS will be available to those who indicate a desire for the report, and a "popular summary" will be given out at the meeting.

It would be appropriate for members of the PAC to attend these meetings to assist learning of local concerns. I will notify you of specific dates, times and meeting places.

RK/cah

TABLE

IMPACTS AND PROPOSED MITIGATION

TRAFFIC (page 1 of 4)	ALTERNATIVE 1 (No-Build)	ALTERNATIVE 2 (Liberty-Commercial)	ALTERNATIVE 3 (Commercial Only)	ALTERNATIVE 4 (Front Street)	ALTERNATIVE 5 (Front-Commercial)
I. So. of Division Street a. Capacity	● Projected ADTs exceed capacity on Front Street, Commercial Street and Liberty Street.	○ No projected roadway capacity problems.	○ No projected roadway capacity problems.	○ No projected roadway capacity problems.	○ No projected roadway capacity problems.
b. Access	○ Convenient access to Front Street. ● With increasing traffic volumes, turning movements onto Front will be increasingly difficult.	○ Limited access along Front Street will improve traffic flow. ○ With the Center and Marion Street Bridge ramps access between Front Street and bridges is improved. ● Without bridge ramps traffic is forced to use Liberty and Commercial Streets.	○ Limited access along Front Street will improve traffic flow. ○ With the Center and Marion Street Bridge ramps access between Front Street and bridges is improved. ● Without bridge ramps traffic is forced to use Liberty and Commercial Streets.	○ Limited access along Front Street will improve traffic flow. ○ With the Center and Marion Street Bridge ramps access between Front Street and bridges is improved. ● Without bridge ramps traffic is forced to use Liberty and Commercial Streets.	○ Limited access along Front Street will improve traffic flow. ○ With the Center and Marion Street Bridge ramps access between Front Street and bridges is improved. ● Without bridge ramps traffic is forced to use Liberty and Commercial Streets.
c. Traffic Diversion	● Traffic continues to travel through CBD.	○ Through traffic will be diverted around CBD. ● Potential for some through traffic to continue through CBD.	○ Through traffic will be diverted around CBD. ● Potential for some through traffic to continue through CBD.	○ Through traffic will be diverted around CBD. ● Potential for some through traffic to continue through CBD.	○ Through traffic will be diverted around CBD. ● Potential for some through traffic to continue through CBD.

○ Beneficial ● Adverse ⊗ Mitigation

A given impact may be considered beneficial by some and adverse by others. This table summarizes perceived beneficial and adverse impacts as they are discussed in the text.

TABLE
IMPACTS AND PROPOSED MITIGATION

TRAFFIC (page 2 of 4)	ALTERNATIVE 1 (No-Build)	ALTERNATIVE 2 (Liberty-Commercial)	ALTERNATIVE 3 (Commercial Only)	ALTERNATIVE 4 (Front Street)	ALTERNATIVE 5 (Front-Commercial)
		⊗ Establish disincentives to vehicular traffic in core area.	⊗ Establish disincentives to vehicular traffic in core area.	⊗ Establish disincentives to vehicular traffic in core area.	⊗ Establish disincentives to vehicular traffic in core area.
d. Signals	● The intersections of Liberty and Commercial Streets with Marion and Center Streets will operate at level of service E or lower.	● Traffic signals will impede traffic flow particularly at the intersection of Court and Front Street and the intersections of Ferry and Trade with Liberty and Commercial, and the intersection of Commercial and Front Street. ⊗ Sequence signals to favor Front Street Bypass traffic.	● Traffic signals will impede traffic flow particularly at the intersection of Court and Front Street and the intersections of Ferry and Trade with Liberty and Commercial, and the intersection of Commercial and Front Street. ⊗ Sequence signals to favor Front Street Bypass traffic.	● Traffic signals will impede traffic flow particularly at the intersection of Court and Front Street and the intersections of Ferry and Trade with Liberty and Commercial, and the intersection of Commercial and Front Street. ⊗ Sequence signals to favor Front Street Bypass traffic.	● Traffic signals will impede traffic flow particularly at the intersection of Court and Front Street and the intersections of Ferry and Trade with Liberty and Commercial, and the intersection of Commercial and Front Street. ⊗ Sequence signals to favor Front Street Bypass traffic.
II. No. of Division Street a. Capacity	● Level of service drops to "D" or below as congestion increases.	○ No projected roadway capacity problems. ○ A two-lane one-way couplet could accommodate the projected traffic.	○ No projected roadway capacity problems. ○ A three-lane one-way couplet is a more efficient traffic facility.	○ No projected roadway capacity problems. ○ A three-lane one-way couplet is a more efficient traffic facility.	○ No projected roadway capacity problems ○ A two-lane one-way couplet could accommodate the projected traffic.

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TRAFFIC (page 3 of 4)	ALTERNATIVE 1 (No-Build)	ALTERNATIVE 2 (Liberty-Commercial)	ALTERNATIVE 3 (Commercial Only)	ALTERNATIVE 4 (Front Street)	ALTERNATIVE 5 (Front-Commercial)
b. Access			● A six lane Commercial Street would act as a barrier to east-west traffic movements. ⊗ Install pedestrian/bicycle/vehicle actuated signals at key intersections.	● A six lane Front Street would act as a barrier to east-west traffic movements. ⊗ Install pedestrian/bicycle/vehicle actuated signals at key intersections.	
c. Traffic Diversion	● Congestion of Broadway will divert traffic to the couplet.	○ A well-designed couplet will reduce the projected ADTs on Broadway Street.	○ Liberty Street would revert to a local residential street.	○ Liberty and Commercial Street would revert to local streets. Least traffic in residential neighborhood. ○ Would eliminate the need for the diagonal connection.	○ Liberty Street would revert to local residential street. Less traffic in residential neighborhood.
d. Signals	● Existing couplet would operate at service level "D" or lower under projected traffic volumes. ⊗ Signalization changes would improve capacity on the existing couplet to acceptable levels.	○ Facility would operate at service level "D" or better under projected traffic volumes. ● Signals may impede traffic flow, reduce capacity.	○ Facility would operate at service level "D" or better under projected traffic volumes. ● Signals may impede traffic flow, reduce capacity.	○ Facility would operate at service level "D" or better under projected traffic volumes. ● Signals may impede traffic flow, reduce capacity.	○ Facility would operate at service level "D" or better under projected traffic volumes. ● Signals may impede traffic flow, reduce capacity.

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IMPACTS AND PROPOSED MITIGATION

TRAFFIC (page 4 of 4)	ALTERNATIVE 1 (No-Build)	ALTERNATIVE 2 (Liberty-Commercial)	ALTERNATIVE 3 (Commercial Only)	ALTERNATIVE 4 (Front Street)	ALTERNATIVE 5 (Front-Commercial)
		○ Properly located and sequenced signals will improve traffic flow. ⊗ Install pedestrian/bicycle/vehicle actuated signals at key intersections.	○ Properly located and sequenced signals will improve traffic flow. ⊗ Install pedestrian/vehicle actuated signals at key intersections.	○ Properly located and sequenced signals will improve traffic flow. ⊗ Install pedestrian/vehicle actuated signals at key intersections.	○ Properly located and sequenced signals will improve traffic flow. ⊗ Install pedestrian/vehicle actuated signals at key intersections.

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IMPACTS AND PROPOSED MITIGATION

SAFETY (page 1 of 3)	ALTERNATIVE 1 (No-Build)	ALTERNATIVE 2 (Liberty-Commercial)	ALTERNATIVE 3 (Commercial Only)	ALTERNATIVE 4 (Front Street)	ALTERNATIVE 5 (Front-Commercial)
I. So. of Division Street a. Access to Riverfront.	○ Relatively less of a barrier between riverfront, downtown than other alternatives.	● Barrier between downtown and riverfront. ⊗ Provide grade separated crossings on Front Street.	● Barrier between downtown and riverfront. ⊗ Provide grade separated crossing on Front Street.	● Barrier between downtown and riverfront. ⊗ Provide grade separated crossing on Front Street.	● Barrier between downtown and riverfront. ⊗ Provide grade separated crossing on Front Street.
b. Conflict between modes.	● Continued conflict between bicyclists, pedestrians, motorists and rail traffic.	○ Separation of different modes.	○ Separation of different modes.	○ Separation of different modes.	○ Separation of different modes.
c. Traffic Controls.	● Lack of signals along Front Street endanger pedestrians, bicyclists.	● Inadequate signals for pedestrian safety along Front Street. ○ Signals proposed at Court and Front Street, Trade Street at Church and High. ⊗ Provide grade separated crossing on Front Street.	● Inadequate signals for pedestrian safety along Front Street. ○ Signals proposed at Court and Front Street, Trade Street at Church and High. ⊗ Provide grade separated crossing at Front Street.	● Inadequate signals for pedestrian safety along Front Street. ○ Signals proposed at Court and Front Street, Trade Street at Church and High. ⊗ Provide grade separated crossing on Front Street.	● Inadequate signals for pedestrian safety along Front Street. ○ Signals proposed at Court and Front Street, Trade Street at Church and High. ⊗ Provide grade separated crossing on Front Street.
d. Traffic Volumes.	● Increased danger as result of increasing ADT.	● Increasing danger as result of increasing ADT.	● Increasing danger as result of increasing ADT.	● Increasing danger as result of increasing ADT.	● Increasing danger as result of increasing ADT.

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IMPACTS AND PROPOSED MITIGATION

SAFETY (page 2 of 3)	ALTERNATIVE 1 (No-Build)	ALTERNATIVE 2 (Liberty-Commercial)	ALTERNATIVE 3 (Commercial Only)	ALTERNATIVE 4 (Front Street)	ALTERNATIVE 5 (Front-Commercial)
		⊗ Provide separated pedestrian, bicycle facilities.	⊗ Provide separated pedestrian, bicycle facilities.	⊗ Provide separated pedestrian, bicycle facilities.	⊗ Provide separated pedestrian, bicycle facilities.
II. No. of Division Street a. East-West Access	○ Relatively slow increase in ADT provides easier east-west access compared to other alternatives.	● East-west access becomes more difficult and unsafe with increasing ADT.	● Considerable safety problems associated with crossing six lane facility.	● Considerable safety problems associated with crossing six lane facility, aggravated by railroad tracks.	● East-west access becomes more difficult and unsafe with increasing ADT; conflict with rail movement.
		⊗ Provide pedestrian/bicycle/vehicle actuated crossing signals and crosswalks at key intersections.	⊗ Provide pedestrian/bicycle/vehicle actuated crossing signals and crosswalks at key intersections.	⊗ Provide pedestrian/bicycle/vehcile activated crossing signals and crosswalks at key intersections.	⊗ Provide pedestrian/bicycle/vehicle actuated crossing signals and crosswalks at key intersections.
b. Vehicle-rail-pedestrian conflicts.	● Continued conflict of rail, truck, passenger vehicle traffic along Front and Trade Streets.	● Increase in rail movements increases hazards at Liberty, Commercial Streets crossings.	● Increase in rail movements increases hazards at Commercial Street crossing.	● Increase in rail movements increases hazards where tracks cross Front Street.	● Increase in rail movements increases hazards at Front and Commercial Street crossings.
	○ Low level of rail, vehicle conflict at Liberty, Commercial Streets.	⊗ Provide drop gates at Liberty, Commercial Streets.	⊗ Provide drop gates at Commercial Street.	⊗ Provide drop gates at Front Street crossing.	⊗ Provide drop gates at Front, Commercial Street crossing.

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IMPACTS AND PROPOSED MITIGATION

SAFETY (page 3 of 3)	ALTERNATIVE 1 (No-Build)	ALTERNATIVE 2 (Liberty-Commercial)	ALTERNATIVE 3 (Commercial Only)	ALTERNATIVE 4 (Front Street)	ALTERNATIVE 5 (Front-Commercial)
		⊗ Rail tracks cross roadway as close to 90° as possible to afford bicycle safety.	⊗ Rail tracks cross roadway as close to 90° as possible to afford bicycle safety.	⊗ Rail tracks cross roadway as close to 90° as possible to afford bicycle safety.	⊗ Rail tracks cross roadway as close to 90° as possible to afford bicycle safety.
	● Direct, multiple driveway access is safety hazard.	● Direct multiple driveway access is safety hazard; increases with ADT and 3 lanes.	● Direct, multiple driveway access is safety hazard, increases with ADT and 3 lanes each direction.	● Direct, multiple driveway access is safety hazard, increases with ADT and 3 lanes each direction.	● Direct multiple driveway access is safety hazard, increases with ADT and 3 lanes.
		⊗ Limit travel lanes to two each direction with shoulders, no parking.	⊗ Limit travel lanes to two each direction with shoulders, no parking.	⊗ Limit travel lanes to two each direction with shoulders, no parking.	⊗ Limit travel lanes to two each direction with shoulders, no parking.
		⊗ Consolidate driveway access points; use side street access where feasible.	⊗ Consolidate driveway access points, use side street access where feasible.	⊗ Consolidate driveway access points; use side street access where feasible.	⊗ Consolidate driveway access points; use side street access where feasible.

○ Beneficial ● Adverse ⊗ Mitigation

A given impact may be considered beneficial by some and adverse by others. This table summarizes perceived beneficial and adverse impacts as they are discussed in the text.

TABLE

IMPACTS AND PROPOSED MITIGATION

CONSTRUCTION ACTIVITIES (page 1 of 3)	ALTERNATIVE 1 (No-Build)	ALTERNATIVE 2 (Liberty-Commercial)	ALTERNATIVE 3 (Commercial Only)	ALTERNATIVE 4 (Front Street)	ALTERNATIVE 5 (Front-Commercial)
I. So. of Division Street a. Air, noise pollution	○ No air, noise pollution associated with construction.	● Temporary air and noise pollution during construction. ⊗ Use of noise, suppressed equipment; regular water applications during construction. ○ Completion of construction will result in improved air quality.	● Temporary air and noise pollution during construction. ⊗ Use of noise suppressed equipment; regular water applications during construction. ○ Completion of construciton will result in improved air quality.	● Temporary air and noise pollution during construction. ⊗ Use of noise suppressed equipment; regular water applications during construction. ○ Completion of construction will result in improved air quality.	● Temporary air and noise pollution during construction. ⊗ Use of noise suppressed equipment; regular water applications during construction. ○ Completion of construction will result in improved air quality.
b. Traffic	○ No traffic disruption associated with construction.	● Traffic will seek alternate routes during construction, particularly Liberty and Commercial Streets through downtown. ⊗ Limit lane closures and disruptions during construction. ○ Completion of construction will result in improved traffic movements.	● Traffic will seek alternate routes during construction, particularly Liberty and Commercial Streets through downtown. ⊗ Limit lane closures and disruptions during construction. ○ Completion of construction will result in improved traffic movements.	● Traffic will seek alternate routes during construction, particularly Liberty and Commercial Streets through downtown. ⊗ Limit lane closures and disruptions during construction. ○ Completion of construction will result in improved traffic movements.	● Traffic will seek alternate routes during construction, particularly Liberty and Commercial Streets through downtown. ⊗ Limit lane closures and disruptions during construction. ○ Completion of construction will result in improved traffic movements.

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TABLE

IMPACTS AND PROPOSED MITIGATION

CONSTRUCTION ACTIVITIES (page 2 of 3)	ALTERNATIVE 1 (No-Build)	ALTERNATIVE 2 (Liberty-Commercial)	ALTERNATIVE 3 (Commercial Only)	ALTERNATIVE 4 (Front Street)	ALTERNATIVE 5 (Front-Commercial)
II. No. of Division Street a. air, noise	○ No air, noise pollution associated with construction.	● Temporary noise and air pollution during construction. ⊗ Use of noise suppressed equipment; regular water application during construction. ○ Completion of construction will result in improved air quality.	● Considerable temporary noise and air pollution during construction. ⊗ Use of noise suppressed equipment; regular water application during construction. ○ Completion of construction will result in improved air quality.	● Considerable temporary noise and air pollution during construction. ⊗ Use of noise suppressed equipment; regular water application during construction. ○ Completion of construction will result in improved air quality.	● Temporary noise and air pollution during construction. ⊗ Use of noise suppressed equipment; regular water application during construction. ○ Completion of construction will result in improved air quality.
b. Traffic	○ No traffic disruption associated with construction.	● Some traffic infiltration of residential neighborhood as motorists seek alternate routes. ⊗ Limit lane closures and disruptions during peak hours. ⊗ Direct traffic away from residential areas.	● Some traffic infiltration of residential neighborhoods as motorists seek alternate routes. ⊗ Limit lane closures and disruptions during peak hours. ⊗ Direct traffic away from residential areas.	● Some traffic infiltration of residential neighborhoods as motorists seek alternate routes. ⊗ Limit lane closures and disruptions during peak hours. ⊗ Direct traffic away from residential areas.	● Some traffic infiltration of residential neighborhoods as motorists seek alternate routes. ⊗ Limit lane closures and disruptions during peak hours. ⊗ Direct traffic away from residential areas.

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TABLE

IMPACTS AND PROPOSED MITIGATION

CONSTRUCTION ACTIVITIES (page 3 of 3)	ALTERNATIVE 1 (No-Build)	ALTERNATIVE 2 (Liberty-Commercial)	ALTERNATIVE 3 (Commercial Only)	ALTERNATIVE 4 (Front Street)	ALTERNATIVE 5 (Front-Commercial)
c. Wildlife Habitats	○ No disruption of habitats associated with construction.	○ Completion of construction will result in improved traffic movements. ● Potential threat to fishlife and animal life associated with bridge modification. ⊗ Bridge modification over Mill Creek and stream bank disruption during summer months; control siltation by use of coffer dams and retention basins; revegetation of stream banks.	○ Completion of construction will result in improved traffic movements. ● Potential threat to fishlife and animal life associated with bridge modification. ⊗ Bridge modification over Mill Creek and stream bank disruption during summer months; control siltation by use of coffer dams and retention basins; revegetation of stream banks.	○ Completion of construction will result in improved traffic movements. ● Considerable potential threat to fish and animal life associated with bridge and railroad trestle construction. ⊗ Bridge and railroad trestle construction over Mill Creek during Summer months; minimum streambank and streambed disruption, control siltation through use of coffer dams and retention basins; revegetate stream banks.	○ Completion of construction will result in improved traffic movements. ● Considerable potential threat to fish and animal life associated with bridge and railroad trestle construction. ⊗ Bridge and railroad trestle construction over Mill Creek during Summer months; minimum streambank and streambed disruption control siltation through use of coffer dams and retention basins; revegetate stream banks.

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TABLE

IMPACTS AND PROPOSED MITIGATION

UTILITIES (page 1 of 2)	ALTERNATIVE 1 (No-Build)	ALTERNATIVE 2 (Liberty-Commercial)	ALTERNATIVE 3 (Commercial Only)	ALTERNATIVE 4 (Front Street)	ALTERNATIVE 5 (Front-Commercial)
I. So. of Division Street					
a. Sewer, water, gas, storm drains	○ No change from existing conditions.	○ No significant change to existing facilities.	○ No significant change to existing facilities.	○ No significant change to existing facilities.	○ No significant change to existing facilities.
b. Electrical, Telephone	● Continuation of overhead subtransmission and distribution lines along Front Street.	● Continuation of overhead facilities conflicts with objectives of Riverfront-Downtown Urban Renewal Plans. ● High costs for undergrounding electrical and telephone utilities compared to overhead facilities. ⊗ Study feasibility of undergrounding overhead utilities. ⊗ Design overhead utilities to be compatible with Greenway objectives.	● Continuation of overhead facilities conflicts with objectives of Riverfront-Downtown Urban Renewal Plans. ● High costs for undergrounding electrical and telephone utilities compared to overhead facilities. ⊗ Study feasibility of undergrounding overhead utilities. ⊗ Design overhead utilities to be compatible with Greenway objectives.	● Continuation of overhead facilities conflicts with objectives of Riverfront-Downtown Urban Renewal Plans. ● High costs for undergrounding electrical and telephone utilities compared to overhead facilities. ⊗ Study feasibility of undergrounding overhead utilities. ⊗ Design overhead utilities to be compatible with Greenway objectives.	● Continuation of overhead facilities conflicts with objectives of Riverfront-Downtown Urban Renewal Plans. ● High costs for undergrounding electrical and telephone utilities compared to overhead facilities. ⊗ Study feasibility of undergrounding overhead utilities. ⊗ Design overhead utilities to be compatible with Greenway objectives.
II. No. of Division Street					
a. Sewer, water, gas, storm drains	○ No change from existing conditions.	○ No significant change to existing facilities.	○ No significant change to existing facilities.	○ No significant change to existing facilities.	○ No significant change to existing facilities.

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TABLE

IMPACTS AND PROPOSED MITIGATION

UTILITIES (Page 2 of 2)	ALTERNATIVE 1 (No-Build)	ALTERNATIVE 2 (Liberty-Commercial)	ALTERNATIVE 3 (Commercial Only)	ALTERNATIVE 4 (Front Street)	ALTERNATIVE 5 (Front-Commercial)
b. Electrical, Telephone		● Continuation of overhead facilities conflicts with objectives of North Salem Neighborhood Development Program. ● High costs for undergrounding electrical and telephone utilities compared to overhead facilities. ⊗ Study feasibility of undergrounding overhead utilities. ⊗ Design overhead utilities to be compatible with surroundings. ⊗ Relocate overhead utilities to rear property lines.	● Continuation of overhead facilities conflicts with objectives of North Salem Neighborhood Development Program. ● High costs for undergrounding electrical and telephone utilities compared to overhead facilities. ⊗ Study feasibility of undergrounding overhead utilities. ⊗ Design overhead utilities to be compatible with surroundings. ⊗ Relocate overhead utilities to rear property lines.	● Continuation of overhead facilities conflicts with objectives of North Salem Neighborhood Development Program. ● High costs for undergrounding electrical and telephone utilities compared to overhead facilities. ⊗ Study feasibility of undergrounding overhead utilities. ⊗ Design overhead utilities to be compatible with surroundings. ⊗ Relocate overhead utilities to rear property lines.	● Continuation of overhead facilities conflicts with objectives of North Salem Neighborhood Development Program. ● High costs for undergrounding electrical and telephone utilities compared to overhead facilities. ⊗ Study feasibility of undergrounding overhead utilities. ⊗ Design overhead utilities to be compatible with surroundings. ⊗ Relocate overhead utilities to rear property lines.

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TABLE
IMPACTS AND PROPOSED MITIGATION

ECONOMICS (page 1 of 5)	ALTERNATIVE 1 (No-Build)	ALTERNATIVE 2 (Liberty-Commercial)	ALTERNATIVE 3 (Commercial Only)	ALTERNATIVE 4 (Front Street)	ALTERNATIVE 5 (Front-Commercial)
I. So. of Division Street a. Riverfront-Greenway development	● Riverfront development thwarted. ⊗ Develop Greenway to attract retail activities, consumers and recreation users.	○ Complements Riverfront development plans, retail and recreation uses.	○ Complements Riverfront development plans, retail and recreation uses.	○ Complements Riverfront development plans, retail and recreation uses.	○ Complements Riverfront development plans, retail and recreation uses.
b. Downtown redevelopment, attractiveness to user	● Increased traffic in retail core thwarts downtown redevelopment. ● Tax revenue lost as result of less stable retail core.	○ Reduced traffic in retail core, inducing stability and attractiveness to user. ○ Increased accessibility and exposure for commercial uses results in increased vitality and tax base.	○ Reduced traffic in retail core, inducing stability and attractiveness to user. ○ Increased accessibility and exposure for commercial uses results in increased vitality and tax base.	○ Reduced traffic in retail core, inducing stability and attractiveness to user. ○ Increased accessibility and exposure for commercial uses results in increased vitality and tax base.	○ Reduced traffic in retail core, inducing stability and attractiveness to user. ○ Increased accessibility and exposure for commercial uses results in increased vitality and tax base.
c. Access, parking		● Removal of on-street parking detrimental to small businesses that have no off-street parking.	● Removal of on-street parking detrimental to small businesses that have no off-street parking.	● Removal of on-street parking detrimental to small businesses that have no off-street parking.	● Removal of on-street parking detrimental to small businesses that have no off-street parking.

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TABLE

IMPACTS AND PROPOSED MITIGATION

ECONOMICS (page 2 of 5)	ALTERNATIVE 1 (No-Build)	ALTERNATIVE 2 (Liberty-Commercial)	ALTERNATIVE 3 (Commercial Only)	ALTERNATIVE 4 (Front Street)	ALTERNATIVE 5 (Front-Commercial)
		⊗ Retain on-street parking on Ferry Street between Liberty and High Streets.	⊗ Retain on-street parking on Ferry Street between Liberty and High Streets.	⊗ Retain on-street parking on Ferry Street between Liberty and High Streets.	⊗ Retain on-street parking on Ferry Street between Liberty and High Streets.
		● Elimination of warehouse loading and unloading along Front Street requires modifications for alternate access.	● Elimination of warehouse loading and unloading along Front Street requires modification for alternate access.	● Elimination of warehouse loading and unloading along Front Street requires modification for alternate access.	● Elimination of warehouse loading and unloading along Front Street requires modification for alternate access.
		○ Elimination of warehouse loading and unloading along Front Street increases traffic flow and safety.	○ Elimination of warehouse loading and unloading along Front Street increases traffic flow and safety.	○ Elimination of warehouse loading and unloading along Front Street increases traffic flow and safety.	○ Elimination of warehouse loading and unloading along Front Street increases traffic flow and safety.
		⊗ Provide alternate access to warehousing and distribution uses along Front Street.	⊗ Provide alternate access to warehousing and distribution uses along Front Street.	⊗ Provide alternate access to warehousing and distribution uses along Front Street.	⊗ Provide alternate access to warehousing and distribution uses along Front Street.
d. Economic return on right-of-way acquisition	● Right-of-way acquisition funds not retrievable in total. ⊗ Sale of acquired property to recoup costs and tax base.	○ Development of Front Street Bypass stimulates riverfront, downtown development returning some portion of costs through tax base.	○ Development of Front Street Bypass stimulates riverfront downtown development returning some portion of costs through tax base.	○ Development of Front Street Bypass stimulates riverfront, downtown development returning some portion of costs through tax base.	○ Development of Front Street Bypass stimulates riverfront downtown development returning some portion of costs through tax base.

○ Beneficial ● Adverse ⊗ Mitigation

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TABLE

IMPACTS AND PROPOSED MITIGATION

ECONOMICS (page 3 of 5)	ALTERNATIVE 1 (No-Build)	ALTERNATIVE 2 (Liberty-Commercial)	ALTERNATIVE 3 (Commercial Only)	ALTERNATIVE 4 (Front Street)	ALTERNATIVE 5 (Front-Commercial)
II. No. of Division Street a. Traffic, air and noise associated economic impacts	● Increased traffic noise and air pollution may reduce residential property values.	● Increased traffic noise and air pollution may reduce residential property values.	● Increased traffic noise and air pollution may reduce residential property values.		● Increased traffic noise and air pollution may reduce residential property values.
			⊗ Incorporate sound absorbing and diverting techniques into design of Commercial Street.		
		○ Commercial establishments benefit by increased traffic with good access.	○ Commercial establishments benefit by increased traffic with good access.	○ Commercial establishments benefit by increased traffic with good access.	○ Commercial establishments benefit by increased traffic with good access.
		○ Increased traffic hastens conversion to commercial uses in areas so designated on Comprehensive Plan.	○ Increased traffic hastens conversion to commercial uses in areas so designated on Comprehensive Plan.	○ Increased traffic hastens conversion to commercial uses in areas so designated on Comprehensive Plan.	○ Increased traffic hastens conversion to commercial uses in areas so designated on Comprehensive Plan.
				○ Reduces conflict between vehicles, railroad traffic.	○ Reduces conflict between vehicles, railroad traffic.
				○ Residential areas benefitted east of Commercial Street.	○ Residential areas benefitted east of Commercial Street.

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TABLE

IMPACTS AND PROPOSED MITIGATION

ECONOMICS (page 4 of 5)	ALTERNATIVE 1 (No-Build)	ALTERNATIVE 2 (Liberty-Commercial)	ALTERNATIVE 3 (Commercial Only)	ALTERNATIVE 4 (Front Street)	ALTERNATIVE 5 (Front-Commercial)
b. Access, parking		● Potential for lost economic vitality of residential and commercial uses because of more difficult driveway ingress and egress. ⊗ Replacement of access points along alleys, side streets; consolidation of access points.	● Potential for lost economic vitality of residential and commercial uses because of more difficult driveway ingress and egress. ⊗ Replacement of access points along alleys, side streets; consolidation of access points. ● Acquisition of right-of-way may remove off-street parking of some businesses. ⊗ Design flexibility of facility to minimize loss of parking. ⊗ Purchase of additional land for off-street parking.	● Potential for lost economic vitality of residential and commercial uses because of more difficult driveway ingress and egress. ⊗ Replacement of access points along alleys, side streets; consolidation of access points. ● Acquisition of right-of-way may remove off-street parking of some businesses. ⊗ Design flexibility of facility to minimize loss of parking. ⊗ Purchase of additional land for off-street parking.	● Potential for lost economic vitality of residential and commercial uses because of more difficult driveway ingress and egress. ⊗ Replacement of access points along alleys, side streets; consolidation of access points.

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TABLE

IMPACTS AND PROPOSED MITIGATION

ECONOMICS (page 5 of 5)	ALTERNATIVE 1 (No-Build)	ALTERNATIVE 2 (Liberty-Commercial)	ALTERNATIVE 3 (Commercial Only)	ALTERNATIVE 4 (Front Street)	ALTERNATIVE 5 (Front-Commercial)
c. Acquisition, construction costs		○ Acquisition, construction costs lowest of alternatives 2-5.	● High acquisition costs displacing industrial, commercial and residential uses. ⊗ East side acquisition would be least costly.	● Acquisition construction costs highest of alternatives 2-5. ● High acquisition costs displacing industrial and commercial uses. ● High cost of constructing Front Street bridge and railroad trestle and relocating railroad tracks.	● High cost of constructing Front Street bridge and railroad trestle and relocating railroad tracks.
d. Indirect economic impacts	● Continued conflicts between vehicles, rail traffic and poor roadway stifles economic viability along Front Street south of South Street.	● Widening of roadway may result in removal of trees and reduced setbacks resulting in potential loss of residential property values. ⊗ Retain existing two lane facility each leg of couplet..		○ Would open potential for coordinating with greenway development.	

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TABLE

IMPACTS AND PROPOSED MITIGATION

POPULATION AND HOUSING (page 1 of 5)	ALTERNATIVE 1 (No-Build)	ALTERNATIVE 2 (Liberty-Commercial)	ALTERNATIVE 3 (Commercial Only)	ALTERNATIVE 4 (Front Street)	ALTERNATIVE 5 (Front-Commercial)
I. So. of Division Street Residential Impacts		● Increased traffic, noise and air pollution, closer and more frequent rail movements reduce livabiltiy of residences along Water Street and Union Street. ⊗ Relocate residents; convert or remove structures. ⊗ Construct sound absorbing or diverting devices between roadway and structures.	● Increased traffic noise and air pollution, closer and more frequent rail movements reduce livability of residences along Water Street and Union Street. ⊗ Relocate residents; convert or remove structures. ⊗ Construct sound absorbing or diverting devices between roadway and structures.	● Increased traffic noise and air pollution, closer and more frequent rail movements reduce livability of residences along Water Street and Union Street. ⊗ Relocate residents; convert or remove structures. ⊗ Construct sound absorbing or diverting devices between roadway and structures.	● Increased traffic noise and air pollution, closer and more frequent rail movements reduce livability of residences along Water Street and Union Street. ⊗ Relocate residents; convert or remove structures. ⊗ Construct sound absorbing or diverting devices between roadway and structures.
II. No. of Division Street a. Traffic, air and noise pollution	● Increase of traffic, air and noise pollution reduces livability of existing residential areas, increases safety problems.	● Increase of traffic, air and noise pollution reduces livability of existing residential areas, increases safety problems.	● Increase of traffic, air and noise pollution reduces livability of existing residential areas, increases safety problems.		● Increase of traffic, air and noise pollution reduces livability of existing residential areas, increases safety problems.

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TABLE

IMPACTS AND PROPOSED MITIGATION

POPULATION AND HOUSING (page 2 of 5)	ALTERNATIVE 1 (No-Build)	ALTERNATIVE 2 (Liberty-Commercial)	ALTERNATIVE 3 (Commercial Only)	ALTERNATIVE 4 (Front Street)	ALTERNATIVE 5 (Front-Commercial)
			○ Air and noise pollution in planned residential areas would decrease.	○ Air and noise pollution in planned residential areas would decrease.	○ Air and noise pollution in planned residential areas would decrease.
	● As traffic volumes increase infiltration through residential areas may increase.	● As traffic volumes increase infiltration through residential areas may increase.	● As traffic volumes increase infiltration through residential areas may increase.	● As traffic volumes increase infiltration through residential areas may increase.	● As traffic volumes increase infiltration through residential areas may increase.
		⊗ Install stop signs, traffic diverters to discourage through traffic in residential areas.	⊗ Install stop signs traffic diverters to discourage through traffic in residential areas.	⊗ Install stop signs traffic diverters to discourage through traffic in residential areas.	⊗ Install stop signs traffic diverters to discourage through traffic in residential areas.
			○ Diverts traffic away from residential areas east of Commercial Street.	○ Diverts traffic away from residential areas east of Commercial Street.	○ Diverts traffic away from residential areas east of Commercial Street.
			○ Acquisition of right-of-way enables access, designs, safety features to be incorporated.	○ Acquisition of right-of-way enables access, designs, safety features to be incorporated.	
b. Pedestrian, bicycle, motorist convenience, safety		● East-west pedestrian and bicycle movements impaired.	● East-west pedestrian and bicycle movements impaired.	● East-west pedestrian and bicycle movements impaired.	● East-west pedestrian and bicycle movements impaired.

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IMPACTS AND PROPOSED MITIGATION

POPULATION AND HOUSING (page 3 of 5)	ALTERNATIVE 1 (No-Build)	ALTERNATIVE 2 (Liberty-Commercial)	ALTERNATIVE 3 (Commercial Only)	ALTERNATIVE 4 (Front Street)	ALTERNATIVE 5 (Front-Commercial)
		⊗ Provide pedestrian/vehicle/bicycle actuated signals at key intersections.	⊗ Provide pedestrian/vehicle/bicycle actuated signals at key intersections.	⊗ Provide pedestrian/vehicle/bicycle actuated signals at key intersections.	⊗ Provide pedestrian/vehicle/bicycle actuated signals at key intersections.
		● Increased traffic volumes, roadway widenings result in decreased safety for pedestrian/bicyclists, motorists.	● Increased traffic volumes, roadway widenings, result in decreased safety for pedestrian/bicyclists, motorists.	● Increased traffic volumes, roadway widenings, result in decreased safety for pedestrian/bicyclists motorists.	● Increased traffic volumes, roadway widenings, result in decreased safety for pedestrian/bicyclist, motorists.
		⊗ Limit moving lanes to 2 each street with shoulders.	⊗ Limit moving lanes to 4 with shoulders.	⊗ Limit moving lanes to 4 with shoulders.	⊗ Limit moving lanes to 2 each street with shoulders.
		⊗ Add safety lanes to sides of 3 lane facility (each direction).	⊗ Add safety lanes to sides of 6 lane facility.	⊗ Add safety lanes to sides of 6 lane facility.	⊗ Add safety lanes to sides of 3 lane facility (each direction).
		⊗ Use third lane as exclusive bus and safety lane.	⊗ Incorporate exclusive bus and safety lane(s).	⊗ Incorporate exclusive bus and safety lane(s).	⊗ Use third lane as exclusive bus and safety lane.
c. Residential Impacts		● Roadway widening and removal of parking will place vehicular traffic closer to some residences.	● Roadway widening and removal of parking will place vehicular traffic closer to some residences.		● Roadway widening and removal of parking will place vehicular traffic closer to some residences.

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TABLE

IMPACTS AND PROPOSED MITIGATION

POPULATION AND HOUSING (page 4 of 5)	ALTERNATIVE 1 (No-Build)	ALTERNATIVE 2 (Liberty-Commercial)	ALTERNATIVE 3 (Commercial Only)	ALTERNATIVE 4 (Front Street)	ALTERNATIVE 5 (Front-Commercial)
		⊗ Add safety lanes to sides of 2 or 3 lane facility (each direction).	⊗ Add safety lanes to sides of 6 lane facility.		⊗ Add safety lanes to sides of 2 or 3 lane facility (each direction).
		⊗ Use third lane as exclusive bus and safety lane.	⊗ Incorporate exclusive bus and safety lane(s).		⊗ Use third lane as exclusive bus and safety lane.
	○ Lowest ADT of all alternatives north of Division Street will be most compatible with residential uses.				
	○ No residential displacement.	○ No residential displacements as a result of construction.	● Acquisition would displace 37 residential units with east side acquisition, 19 with west side acquisition, most of whom are on low or fixed incomes.	● Acquisition would displace residents at the Salvation Army Emergency lodge, 3 residential units with east side acquisition and 8 residential units with west side acquisition, most of whom are on low or fixed incomes.	○ No residential displacements as a result of construction.
			⊗ Provide relocation assistance for displaced residents.	⊗ Provide relocation assistance for displaced residents.	

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TABLE
IMPACTS AND PROPOSED MITIGATION

POPULATION AND HOUSING (page 5 of 5)	ALTERNATIVE 1 (No-Build)	ALTERNATIVE 2 (Liberty-Commercial)	ALTERNATIVE 3 (Commercial Only)	ALTERNATIVE 4 (Front Street)	ALTERNATIVE 5 (Front-Commercial)
		● Potential tree removal would be detrimental to maintenance of residential area. ⊗ Design facility to minimize tree removal. ⊗ Revegetate and landscape where trees and groundcover are removed.	● Considerable tree removal, particularly with east side acquisition. ⊗ Design and landscape facility to be compatible with objectives of plans.		● Potential tree removal. ⊗ Design facility to minimize tree removal. ⊗ Revegetate and landscape where trees and groundcover are removed.

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TABLE

IMPACTS AND PROPOSED MITIGATION

RIGHT-OF-WAY (page 1 of 2)	ALTERNATIVE 1 (No-Build)	ALTERNATIVE 2 (Liberty-Commercial)	ALTERNATIVE 3 (Commercial Only)	ALTERNATIVE 4 (Front Street)	ALTERNATIVE 5 (Front-Commercial)
I. So. of Division Street					
a. Acquisition and displacements.	○ No additional right-of-way acquisition. ○ No additional displacements.	○ No additional right-of-way acquisition. ○ No additional displacements.	○ No additional right-of-way acquisition. ○ No additional displacements.	○ No additional right-of-way acquisition. ○ No additional displacements.	○ No additional right-of-way acquisition. ○ No additional displacements.
b. Street vacations		○ Vacation of Front Street and Trade Street right-of-way to Boise Cascade enables better access and less vehicle, train and truck conflicts.	○ Vacation of Front Street and Trade Street right-of-way to Boise Cascade enables better access and less vehicle, train and truck conflicts.	○ Vacation of Front Street and Trade Street right-of-way to Boise Cascade enables better access and less vehicle, train and truck conflicts.	○ Vacation of Front Street and Trade Street right-of-way to Boise Cascade enables better access and less vehicle, train and truck conflicts.
II. No. of Division Street					
a. Acquisition and displacements.	○ No right-of-way acquisition or displacements.	○ Minor right-of-way acquisition does not result in any displacements of residences or businesses.	● Right-of-way acquisition would displace 19 residences, 14 commercial and 3 industrial uses with west side acquisition; 37 residences, 6 commercial and 5 industrial uses with east side acquisition. See Figure 21	● Right-of-way acquisition would displace 8 residences, 3 commercial, 6 industrial uses and the Salvation Army Emergency Lodge with west side acquisition; 3 residences, 5 commercial and 9 industrial uses with east side acquisition. See Figure 21	● Right-of-way would displace 2 industrial uses with west side acquisition on 2 industrial uses with east side acquisition. See Figure 21

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TABLE

IMPACTS AND PROPOSED MITIGATION

RIGHT-OF-WAY (page 2 of 2)	ALTERNATIVE 1 (No-Build)	ALTERNATIVE 2 (Liberty-Commercial)	ALTERNATIVE 3 (Commercial Only)	ALTERNATIVE 4 (Front Street)	ALTERNATIVE 5 (Front-Commercial)
b. Vegetation removal			⊗ Provide relocation assistance for displaced residences and businesses. ○ Right-of-way acquisition enables design for access, safety, landscaping and compatibility with surrounding uses. ● Right-of-way acquisition may displace trees and vegetative cover. ⊗ Landscape and revegetate right-of-way.	⊗ Provide relocation assistance for displaced residences and businesses. ○ Right-of-way acquisition enables design for access, landscaping and compatibility with greenway related development plans. ● Right-of-way acquisition may displace trees and vegetative cover. ⊗ Landscape and revegetate right-of-way.	⊗ Provide relocation assistance for displaced industrial uses. ● Right-of-way acquisition may displace trees and vegetative cover. ⊗ Landscape and revegetate right-of-way.

○ Beneficial ● Adverse ⊗ Mitigation

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TABLE

IMPACTS AND PROPOSED MITIGATION

HISTORICAL AND ARCHEOLOGICAL RESOURCES (page 1 of 2)	ALTERNATIVE 1 (No-Build)	ALTERNATIVE 2 (Liberty-Commercial)	ALTERNATIVE 3 (Commercial Only)	ALTERNATIVE 4 (Front Street)	ALTERNATIVE 5 (Front-Commercial)
I. So. of Division Street a. Direct Impacts	○ No acquisition or demolition of historical structures. ○ No construction related impacts.	○ No acquisition or demolition of historical structures. ○ No known construction related impacts.	○ No acquisition or demolition of historical structures. ○ No known construction related impacts.	○ No acquisition or demolition of historical structures. ○ No known construction related impacts.	○ No acquisition or demolition of historical structures. ○ No known construction related impacts.
b. Indirect Impacts	● Enforcement of loading and unloading ordinance may adversely affect businesses located in historic structures. ⊗ Provide for alternate access by alley or side streets.	● Front Street access for loading and unloading will be removed. ⊗ Provide for alternate access by alley or side street.	● Front Street access for loading and unloading will be removed. ⊗ Provide for alternate access by alley or side street.	● Front Street access for loading and unloading will be removed. ⊗ Provide for alternate access by alley or side street.	● Front Street access for loading and unloading will be removed. ⊗ Provide for alternate access by alley or side street.
II. No. of Division Street a. Direct Impacts	○ No known direct impacts.	○ No known direct impacts.	● Single-family structure of primary historical significance would be removed. See Figure 22.	○ No known direct impacts.	○ No known direct impacts.
b. Indirect Impacts	● Increased traffic volumes on Broadway and High St. would adversely impact Boone's tavern.	○ Lower traffic volumes on Broadway and High Street than under Alernative 1 would benefit Boone's tavern	○ Lower traffic volumes on Broadway and High Street than under Alternative 1 would benefit Boone's tavern.	○ Lower traffic volumes on Broadway and High Street than under Alternative 1 would benefit Boone's tavern.	○ Lower traffic volumes on Broadway and High Street than under Alternative 1 would benefit Boone's tavern.

○ Beneficial ● Adverse ⊗ Mitigation

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TABLE

IMPACTS AND PROPOSED MITIGATION

HISTORICAL AND ARCHEOLOGICAL RESOURCES (page 2 of 2)	ALTERNATIVE 1 (No-Build)	ALTERNATIVE 2 (Liberty-Commercial)	ALTERNATIVE 3 (Commercial Only)	ALTERNATIVE 4 (Front Street)	ALTERNATIVE 5 (Front-Commercial)
	● Increased traffic volumes, noise and air pollution adversely affect structure at Market and Commercial Street. See Figure 22.	● Increased traffic volumes, noise and air pollution adversely affect structure at Market and Commercial Street. See Figure 22.	● Increased traffic volumes, noise and air pollution adversely affect structure at Market and Commercial Street. See Figure 22.		● Increased traffic volumes, noise and air pollution adversely affect structure at Market and Commercial. See Figure 22.

○ Beneficial ● Adverse ⊗ Mitigation

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TABLE

IMPACTS AND PROPOSED MITIGATION

GEOLOGY AND SOILS (page 1 of 2)	ALTERNATIVE 1 (No-Build)	ALTERNATIVE 2 (Liberty-Commercial)	ALTERNATIVE 3 (Commercial Only)	ALTERNATIVE 4 (Front Street)	ALTERNATIVE 5 (Front-Commercial)
I. So. of Division Street					
a. Geological	○ No known geological hazards. ● Vegetative cover has been removed where acquisition/demolition/relocation has taken place causing erosion and sedimentation. ⊗ Revegetation of exposed soils.	○ No known geological hazards. ● Vegetative cover has been removed where acquisition/demolition/relocation has taken place causing erosion and sedimentation. ⊗ Revegetation of exposed soils.	○ No known geological hazards. ● Vegetative cover has been removed where acquisition/demolition/relocation has taken place causing erosion and sedimentation. ⊗ Revegetation of exposed soils.	○ No known geological hazards. ● Vegetative cover has neen removed where acquisition/demolition/relocation has taken place causing erosion and sedimentation. ⊗ Revegetation of exposed soils.	○ No known geological hazards. ● Vegetative cover has been removed where acquisition/demolition/relocation has taken place causing erosion and sedimentation. ⊗ Revegetation of exposed soils.
II. No. of Division Street					
a. Geological	○ No known geological hazards.	○ No known geological hazards.	○ No known geological hazards.	○ No known geological hazards.	○ No known geological hazards.
b. Soils	○ No known impacts.	● Mill Creek stream bank and bed disturbance as result of bridge modification, roadway widening and railroad relocation. ⊗ Timing of construction to avoid Fall and Winter salmon runs.	● Mill Creek stream bank and bed disturbance as result of bridge modification, roadway widening and railroad relocation. ⊗ Timing of construction to avoid Fall and Winter salmon runs.	● Mill Creek stream bank and bed disturbance as result of bridge modification, roadway widening and railroad relocation. ⊗ Timing of construction to avoid Fall and Winter salmon runs.	● Mill Creek stream bank and bed disturbance as result of bridge modification, roadway widening and railroad relocation. ⊗ Timing of construction to avoid Fall and Winter salmon runs.

○ Beneficial ● Adverse ⊗ Mitigation

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TABLE

IMPACTS AND PROPOSED MITIGATION

GEOLOGY AND SOILS (page 2 of 2)	ALTERNATIVE 1 (No-Build)	ALTERNATIVE 2 (Liberty-Commercial)	ALTERNATIVE 3 (Commercial Only)	ALTERNATIVE 4 (Front Street)	ALTERNATIVE 5 (Front-Commercial)
		⊗ Use of retention basins or coffer dams to contain and reduce sedimentation. ⊗ Revegetation of exposed soils and stream banks. ⊗ Stipulate above measures in contract.	⊗ Use of retention basins or coffer dams to contain and reduce sedimentation. ⊗ Revegetation of exposed soil and stream banks. ⊗ Stipulate above measures in contract.	⊗ Use of retention basins or coffer dams to contain and reduce sedimentation. ⊗ Revegetation of exposed soil and stream banks. ⊗ Stipulate above measures in contract.	⊗ Use of retention basins or coffer dams to contain and reduce sedimentation. ⊗ Revegetation of exposed soil and stream banks. ⊗ Stipulate above measures in contract.

○ Beneficial ● Adverse ⊗ Mitigation

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TABLE

IMPACTS AND PROPOSED MITIGATION

HYDROLOGY AND WATER QUALITY (page 1 of 2)	ALTERNATIVE 1 (No-Build)	ALTERNATIVE 2 (Liberty-Commercial)	ALTERNATIVE 3 (Commercial Only)	ALTERNATIVE 4 (Front Street)	ALTERNATIVE 5 (Front-Commercial)
I. So. of Division Street a. Hydrological Action	● Potential erosion and siltation due to removed ground cover and exposed soils.	● Potential erosion and siltation due to removed ground cover and exposed soils. ⊗ Revegetate exposed soils.	● Potential erosion and siltation due to removed ground cover and exposed soils. ⊗ Revegetate exposed soils.	● Potential erosion and siltation due to removed ground cover and exposed soils. ⊗ Revegetate exposed soils.	● Potential erosion and siltation due to removed ground cover and exposed soils. ⊗ Revegetate expose soils.
b. Water Quality	● Increased runoff of auto pollutants because of increased ADT.	● Increased runoff of auto pollutants because of increased ADT.	● Increased runoff of auto pollutants because of increased ADT.	● Increased runoff of auto pollutants because of increased ADT.	● Increased runoff of auto pollutants because of increased ADT.
II. No. of Division Street a. Hydrological Action		● Potential erosion and siltation of Mill Creek because of bridge construction. ⊗ Time construction to avoid salmon runs. ⊗ Construct retention basins or coffer dams to contain eroded material. ⊗ Revegetate exposed stream banks and soils.	● Potential erosion and siltation of Mill Creek because of bridge construction. ⊗ Time construction to avoid salmon runs. ⊗ Construct retention basins or coffer dams to contain eroded material. ⊗ Revegetate exposed stream banks and soils.	● Potential erosion and siltation of Mill Creek because of bridge construction. ⊗ Time construction to avoid salmon runs. ⊗ Construct retention basins or coffer dams to contain eroded material. ⊗ Revegetate exposed stream banks and soils.	● Potential eriosion and siltation of Mill Creek because of bridge construction. ⊗ Time construction to avoid salmon runs. ⊗ Construct retention basins or coffe dams to contain eroded material. ⊗ Revegetate exposed stream banks and soils.

○ Beneficial ● Adverse ⊗ Mitigation

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TABLE

IMPACTS AND PROPOSED MITIGATION

HYDROLOGY AND WATER QUALITY (page 2 of 2)	ALTERNATIVE 1 (No-Build)	ALTERNATIVE 2 (Liberty-Commercial)	ALTERNATIVE 3 (Commercial Only)	ALTERNATIVE 4 (Front Street)	ALTERNATIVE 5 (Front-Commercial)
b. Water Quality	● Increased runoff of auto pollutants because of increased ADT.	● Increased runoff of auto pollutants because of increased ADT. ⊗ Divert storm drainage system away from Mill Creek and into Willamette River. ● Potential contamination of water by dumping of foreign materials along Mill Creek. ⊗ Prohibit dumping of materials along and into streams.	● Increased runoff of auto pollutants because of increased ADT. ⊗ Divert storm drainage system away from Mill Creek and into Willamette River. ● Potential contamination of water by dumping of foreign materials along Mill Creek. ⊗ Prohibit dumping of materials along and into streams.	● Increased runoff of auto pollutants because of increased ADT. ⊗ Divert storm drainage system away from Mill Creek and into Willamette River. ● Potential contamination of water by dumping of foreign materials along Mill Creek. ⊗ Prohibit dumping of materials along and into streams.	● Increased runoff of auto pollutants because of increased ADT. ⊗ Divert storm drainage system away from Mill Creek and into Willamette River. ● Potential contamination of water by dumping of foreign materials along Mill Creek. ⊗ Prohibit dumping of materials along and into streams.

○ Beneficial ● Adverse ⊗ Mitigation

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TABLE

IMPACTS AND PROPOSED MITIGATION

BIOLOGY (page 1 of 2)	ALTERNATIVE 1 (No-Build)	ALTERNATIVE 2 (Liberty-Commercial)	ALTERNATIVE 3 (Commercial Only)	ALTERNATIVE 4 (Front Street)	ALTERNATIVE 5 (Front-Commercial)
I. So. of Division Street					
a. Animal Habitat	○ No known significant impacts.	○ No known significant impacts.	○ No known significant impacts.	○ No known significant impacts.	○ No known significant impacts.
b. Water Borne Habitats	● Exposed soils, ponding as result of clearing causes siltation and breeding grounds for insects. ⊗ Spray for control of insects.				
II. No. of Division Street					
a. Animal Habitation		● Removal of vegetation will disturb animal life, particularly along Mill Creek. ⊗ Revegetate disturbed soils and Mill Creek banks.	● Removal of vegetation will disturb animal life, particularly along Mill Creek. ⊗ Revegetate disturbed soils and Mill Creek banks.	● Removal of vegetation will disturb animal life, particularly along Mill Creek. ⊗ Revegetate disturbed soils and Mill Creek banks.	● Removal of vegetation will disturb animal life, particularly along Mill Creek. ⊗ Revegetate disturbed soils and Mill Creek banks.
b. Fishlife		● Bridge construction causes siltation of Mill Creek. ⊗ Time constructed to avoid salmon runs.	● Bridge construction causes siltation of Mill Creek. ⊗ Time constructed to avoid salmon runs.	● Bridge construction causes siltation of Mill Creek. ⊗ Time constructed to avoid salmon runs.	● Bridge construction causes siltation of Mill Creek. ⊗ Time constructed to avoid salmon runs.

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TABLE

IMPACTS AND PROPOSED MITIGATION

BIOLOGY (page 2 of 2)	ALTERNATIVE 1 (No-Build)	ALTERNATIVE 2 (Liberty-Commercial)	ALTERNATIVE 3 (Commercial Only)	ALTERNATIVE 4 (Front Street)	ALTERNATIVE 5 (Front-Commercial)
		⊗ Prevent or minimize siltation through use of retention basins or coffer dams.	⊗ Prevent or minimize siltation through use of retention basins or coffer dams.	⊗ Prevent or minimize siltation through use of retention basins or coffer dams.	⊗ Prevent or minimize siltation through use of retention basins or coffer dams.
		⊗ Revegetate stream banks and exposed soils.	⊗ Revegetate stream banks and exposed soils.	⊗ Revegetate stream banks and exposed soils.	⊗ Revegetate stream banks and exposed soils.
	○ Increased traffic volumes increases auto pollutants into creek.	● Increased traffic volumes increases auto pollutants into creek.	● Increased traffic volumes increases auto pollutants into creek.	● Increased traffic volumes increases auto pollutants into creek.	● Increased traffic volumes increases auto pollutants into creek.
		⊗ Divert storm drains away from Mill Creek to Willamette River.	⊗ Divert storm drains away from Mill Creek to Willamette River.	⊗ Divert storm drains away from Mill Creek to Willamette River.	⊗ Divert storm drains away from Mill Creek to Willamette River.
		● Dumping of foreign materials along creek bank may contaminate water.	● Dumping of foreign materials along creek bank may contaminate water.	● Dumping of foreign materials along creek bank may contaminate water.	● Dumping of foreign materials along creek bank may contaminate water.
		⊗ Prohibit dumping of materials along stream banks.	⊗ Prohibit dumping of materials along stream banks.	⊗ Prohibit dumping of materials along stream banks.	⊗ Prohibit dumping of materials along stream banks.

○ Beneficial ● Adverse ⊗ Mitigation

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TABLE

IMPACTS AND PROPOSED MITIGATION

AIR QUALITY (page 1 of 1)	ALTERNATIVE 1 (No-Build)	ALTERNATIVE 2 (Liberty-Commercial)	ALTERNATIVE 3 (Commercial Only)	ALTERNATIVE 4 (Front Street)	ALTERNATIVE 5 (Front-Commercial)
I. So. of Division Street	● Higher ADTs and lower levels of service (E & G) south of Division Street increases air pollutants. ⊗ Strict enforcement of Clean Air Act and State Implementation Plan will reduce.	○ Compliance with State Implementation Plan by 1983. ⊗ Strict enforcement of Clean Air Act and State Implementation Plan will reduce.	○ Compliance with State Implementation Plan by 1983. ⊗ Strict enforcement of Clean Air Act and State Implementation Plan will reduce.	○ Compliance with State Implementation Plan by 1983. ⊗ Strict enforcement of Clean Air Act and State Implementation Plan will reduce.	○ Compliance with State Implementation Plan by 1983. ⊗ Strict enforcemen of Clean Air Act and State Implementation Plan will reduce.
II. No. of Division Street	● Higher ADTs and lower levels of service (E & F) increase pollutants. ⊗ Strict enforcement of Clean Air Act and State Implementation Plan will reduce	○ Compliance with State Implementation Plan by 1983. ● Sensitive resident receptors along Liberty-Commercial Couplet. ⊗ Strict enforcement of Clean Air Act and State Implementation Plan will reduce.	○ Compliance with State Implementation Plan by 1983. ● Sensitive residential receptors along Commercial Street. ⊗ Strict enforcement of Clean Air Act and State Implementation Plan will reduce.	○ Compliance with State Implementation Plan by 1983. ○ Compatible land uses. ⊗ Strict enforcement of Clean Air Act and State Implementation Plan will reduce.	○ Compliance with State Implementation Plan by 1983. ● Sensitive residential receptors along Commercial Street. ⊗ Strict enforcement of Clean Air Act and State Implementation Plan will reduce.

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TABLE

IMPACTS AND PROPOSED MITIGATION

NOISE (page 1 of 3)	ALTERNATIVE 1 (No-Build)	ALTERNATIVE 2 (Liberty-Commercial)	ALTERNATIVE 3 (Commercial Only)	ALTERNATIVE 4 (Front Street)	ALTERNATIVE 5 (Front-Commercial)
I. So. of Division Street a. Noise Level	● Noise levels on sections of all streets in the CBD exceed the 75 dBA standard for commercial development.	○ Noise levels on Liberty and Commercial Streets are generally reduced below the 75 dBA standard. ● Front Street will exceed the 75 dBA standard and will be perceived as a doubling of the existing noise levels. ⊗ Design noise absorbing or deflecting devices into Greenway design; installation of sound absorbing glass and walls in commercial structures will mitigate noise to acceptable levels.	○ Noise levels on Liberty and Commercial Streets are generally reduced below the 75 dBA standard. ● Front Street will exceed the 75 dBA standard and will be perceived as a doubling of the existing noise levels. ⊗ Design noise absorbing or deflecting devices into Greenway design; installation of sound absorbing glass and walls in commercial structures will mitigate noise to acceptable levels.	○ Noise levels on Liberty and Commercial Streets are generally reduced below the 75 dBA standard. ● Front Street will exceed the 75 dBA standard and will be perceived as a doubling of the existing noise levels. ⊗ Design noise absorbing or deflecting devices into Greenway design; installation of sound absorbing glass and walls in commercial structures will mitigate noise to acceptable levels.	○ Noise levels on Liberty and Commercial Streets are generally reduced below the 75 dBA standard. ● Front Street will exceed the 75 dBA standard and will be perceived as a doubling of the existing noise levels. ⊗ Design noise absorbing or deflecting devices into Greenway design; installation of sound absorbing glass and walls in commercial structures will mitigate noise to acceptable levels.
b. Sensitive Receptors	● The International Dunes Motor Hotel and Marion Square Park will receive levels above the 70 dBA standard.	○ The noise levels adjacent to the International Dunes Motor Hotel reduced to 70 dBA.	○ The noise levels adjacent to the International Dunes Motor Hotel reduced to 70 dBA.	○ The noise levels adjacent to the International Dunes Motor Hotel reduced to 70 dBA.	○ The noise levels adjacent to the International Dunes Motor Hotel reduced to 70 dBA.

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TABLE

IMPACTS AND PROPOSED MITIGATION

NOISE (page 2 of 3)	ALTERNATIVE 1 (No-Build)	ALTERNATIVE 2 (Liberty-Commercial)	ALTERNATIVE 3 (Commercial Only)	ALTERNATIVE 4 (Front Street)	ALTERNATIVE 5 (Front-Commercial)
	● The noise levels at Marion Square Park increase significantly.	● Noise levels at Marion Square Park adjacent to Front Street increase significantly. ⊗ Installation of sound diverting or absorbing berms, walls or structures will reduce noise to acceptable levels.	● Noise levels at Marion Square Park adjacent to Front Street increase significantly. ⊗ Installation of sound diverting or absorbing berms, walls or structures will reduce noise to acceptable levels.	● Noise levels at Marion Square Park adjacent to Front Street increase significantly. ⊗ Installation of sound diverting or absorbing berms, walls or structures will reduce noise to acceptable levels.	● Noise levels at Marion Square Park adjacent to Front Street increase significantly. ⊗ Installation of sound diverting or absorbing berms, walls or structures will reduce noise to acceptable levels.
II. No. of Division Street a. Noise Level	● Noise levels for the couplet will exceed the 70 dBA standard for residential neighborhoods.	● Noise levels for the couplet will exceed the 70 dBA standard for residential neighborhoods.	● Noise levels on Commercial Street will substantially exceed the 70dBA standard for residential neighborhoods. ⊗ Purchase additional right-of-way to provide for noise mitigating design features i.e., berms, walls, sound deflecting structures.	● Noise levels on Front Street will exceed the 75 dBA standard for commercial development. ⊗ Purchase additional right-of-way to provide for noise mitigating design features i.e., berms, walls, sound deflecting structures.	● Noise levels on Commercial Street will exceed the 70 dBA residential standard. ○ Noise levels on Front and Commercial Streets will be below the 75 dBA standard for commercial development.

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TABLE

IMPACTS AND PROPOSED MITIGATION

NOISE (page 3 of 3)	ALTERNATIVE 1 (No-Build)	ALTERNATIVE 2 (Liberty-Commercial)	ALTERNATIVE 3 (Commercial Only)	ALTERNATIVE 4 (Front Street)	ALTERNATIVE 5 (Front-Commercial)
	● Noise levels on Broadway exceed the 75 dBA standard for commercial development.	○ Noise levels on Front and Broadway Street will be below the 75 dBA standard for commercial development.	○ The noise levels on Front and Liberty Streets are reduced well below the 70 dBA standard for residential neighborhoods. ○ Fewer residents are adversely affected.	○ The noise levels on Liberty and Commercial Streets will drop below the 70 dBA standard for residential neighborhood. ○ The least impact on residents.	○ Noise levels on Liberty Street are below the 70 dBA residential standrad.

○ Beneficial ● Adverse ⊗ Mitigation

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TABLE

IMPACTS AND PROPOSED MITIGATION

PUBLIC FACILITIES (page 1 of 2)	ALTERNATIVE 1 (No-Build)	ALTERNATIVE 2 (Liberty-Commercial)	ALTERNATIVE 3 (Commercial Only)	ALTERNATIVE 4 (Front Street)	ALTERNATIVE 5 (Front-Commercial)
I. So. of Division Street a. Pringle Creek Urban Renewal Area	● Railroad tracks remaining and incomplete Trade Street adverse impact.	○ Removal of Trade Street railroad tracks and completion of Trade Street improves safety, reduces conflicts and complements Pringle Creek Urban Renewal project.	○ Removal of Trade Street railroad tracks and completion of Trade Street improves safety, reduces conflicts and complements Pringle Creek Urban Renewal project.	○ Removal of Trade Street railroad tracks and completion of Trade Street improves safety, reduces conflicts and complements Pringle Creek Urban Renewal project.	○ Removal of Trade Street railroad tracks and completion of Trade Street improves safety, reduces conflicts and complements Pringle Creek Urban Renewal project.
b. Willamette River Greenway-Riverfront Park	● Incomplete facilities thwarts development of Greenway, Riverfront.	○ Front Street Bypass complements Greenway-Riverfront development provided east-west pedestrian access is assured.	○ Front Street Bypass complements Greenway-Riverfront development provided east-west pedestrian access is assured.	○ Front Street Bypass complements Greenway-Riverfront development provided east-west pedestrian access is assured.	○ Front Street Bypass complements Greenway-Riverfront development provided east-west pedestrian access is assured.
c. Marion Square Park	● Noise levels exceed 70 dBA standard.	● Noise levels exceed 70 dBA standard. ⊗ Construct noise deflectors or absorbing devices as part of Front Street design if warranted. ○ Front Street project and removal of railroad tracks from roadway complements Marion Square Park.	● Noise levels exceed 70 dBA standard. ⊗ Construct noise deflectors or absorbing devices as part of Front Street design if warranted. ○ Front Street project and removal of railroad tracks from roadway complements Marion Square Park.	● Noise levels exceed 70 dBA standard. ⊗ Construct noise deflectors or absorbing devices as part of Front Street design if warranted. ○ Front Street project and removal of railroad tracks from roadway complements Marion Square Park.	● Noise levels exceed 70 dBA standard. ⊗ Construct noise deflectors or absorbing devices as part of Front Street design if warranted. ○ Front Street project and removal of railroad tracks from roadway complements Marion Square Park.

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TABLE

IMPACTS AND PROPOSED MITIGATION

PUBLIC FACILITIES (page 2 of 2)	ALTERNATIVE 1 (No-Build)	ALTERNATIVE 2 (Liberty-Commercial)	ALTERNATIVE 3 (Commercial Only)	ALTERNATIVE 4 (Front Street)	ALTERNATIVE 5 (Front-Commercial)
II. No. of Division Street					
a. Proposed North Salem Comprehensive Plan	● Increased traffic creates barrier between Greenway and residential areas to east.	● Increased traffic creates barrier between Greenway and residential areas to east. ⊗ Provide pedestrian/bicycle/vehicle actuated signals at key intersections.	● Increased traffic creates barrier between Greenway and residential areas to east. ⊗ Provide pedestrian/bicycle/vehicle actuated signals at key intersections.	● Increased traffic creates barrier between Greenway and residential areas to east. ⊗ Provide pedestrian/bicycle/vehicle actuated signals at key intersections.	● Increased traffic creates barrier between Greenway and residential areas to east. ⊗ Provide pedestrian/bicycle/vehicle actuated signals at key intersections.
b. Highland School and Park	● Lack of improved facility forces traffic to seek alternate routes, e.g., Broadway, impacting Highland School and Park with increased traffic, safety hazards.	○ Improvement of facility reduces buildup of traffic on Broadway, lessens traffic impact on Highland School and Park.	○ Improvement of facility reduces buildup of traffic on Broadway, lessens traffic impact on Highland School and Park.	○ Improvement of facility reduces buildup of traffic on Broadway, lessens traffic impact on Highland School and Park.	○ Improvement of facility reduces buildup of traffic on Broadway, lessens traffic impact on Highland School and Park.

○ Beneficial ● Adverse ⊗ Mitigation

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Form 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

March 7, 1978

George Hopkins

FROM: George Hopkins
Field Engineer (Structures)

SUBJECT: I-305 Transfer Projects

NOTED
H. S. COULTER

TO: E. S. Hunter, Manager
Office of Technical Services

The attached schedule has been reviewed with C. O. Fredrickson and Dick Nelson with respect to field survey work to be performed by State crews and they anticipate completing their portion of the work as scheduled.

Field survey work on the Front Street Bypass System will be completed by May 1, 1978.

The Region's estimate of completion on the I-305 replacement arterial and the Marion Bridge-Wallace Road Section is made with the expectations that the City of Salem will provide the necessary in-put without undue delay.

GH:fr

Att.

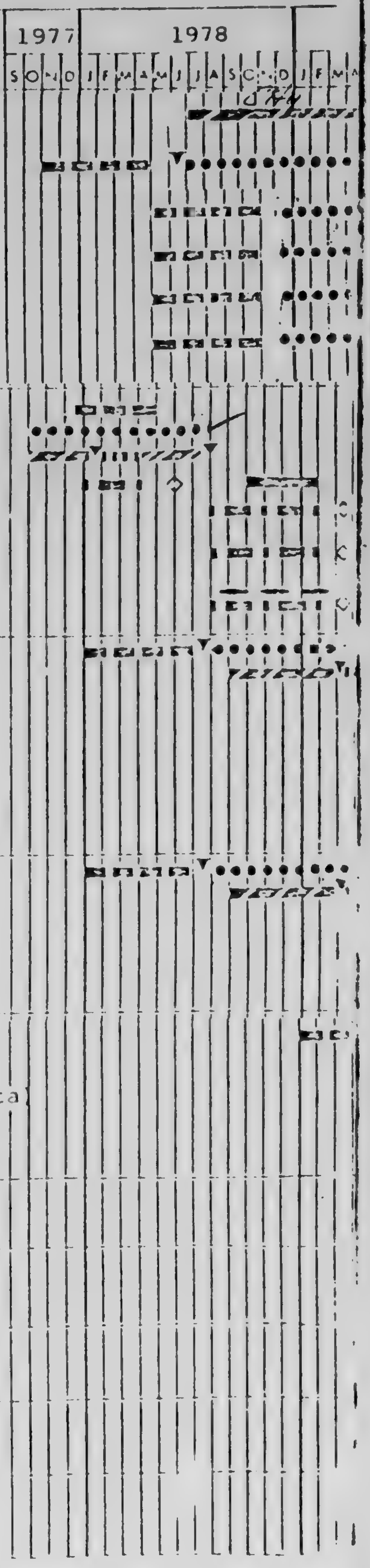
cc: H. S. Coulter (w/att.)
C. O. Fredrickson "

cy Moehring: Attn Clifford
For yr. info.

RECEIVED
STATE HWY ENGR
MAR 7 '78
REFER TO
FOR
Info Inves R/D D/R Sign Act File

PRIORITIE
I-305 TRANSFER

PRIORITY	ENGINEERING	EIS PROJECT HIGHWAY PROJECTS
1		I-305 Arterial System
	ODOT	I-305 Replacement Arterial
	Salem	Hyacinth St. Extension
	ODOT	Chemewa Rd.
	ODOT	Cherry Ave.
	ODOT	Verda Ln.
2		Front St. Bypass System
	Salem	Railroad Relocation
	Salem	Ferry - Trade Couplet
	ODOT	Front St.
	Salem	Liberty - Commercial Couplet
3		Marion Bridge - Wallace Rd.
	ODOT	Marion St. Bridge Ramps
	ODOT	Marion St. Bridge 3rd Lane
	ODOT	Wallace Rd.
4		Hawthorne - State
	Salem	Hawthorne Ave.
	Salem	State St.
5		Commercial Street
	ODOT	S. Commercial (Superior to Vista)
	ODOT	S. Commercial (Vista to Barnes)
6	Salem	Mission Street
7	Salem	Church St. Extension
8	Salem	Liberty Road
9	ODOT	Kubler Blvd. Interchange
10	Salem	Center Street



LEGEND:

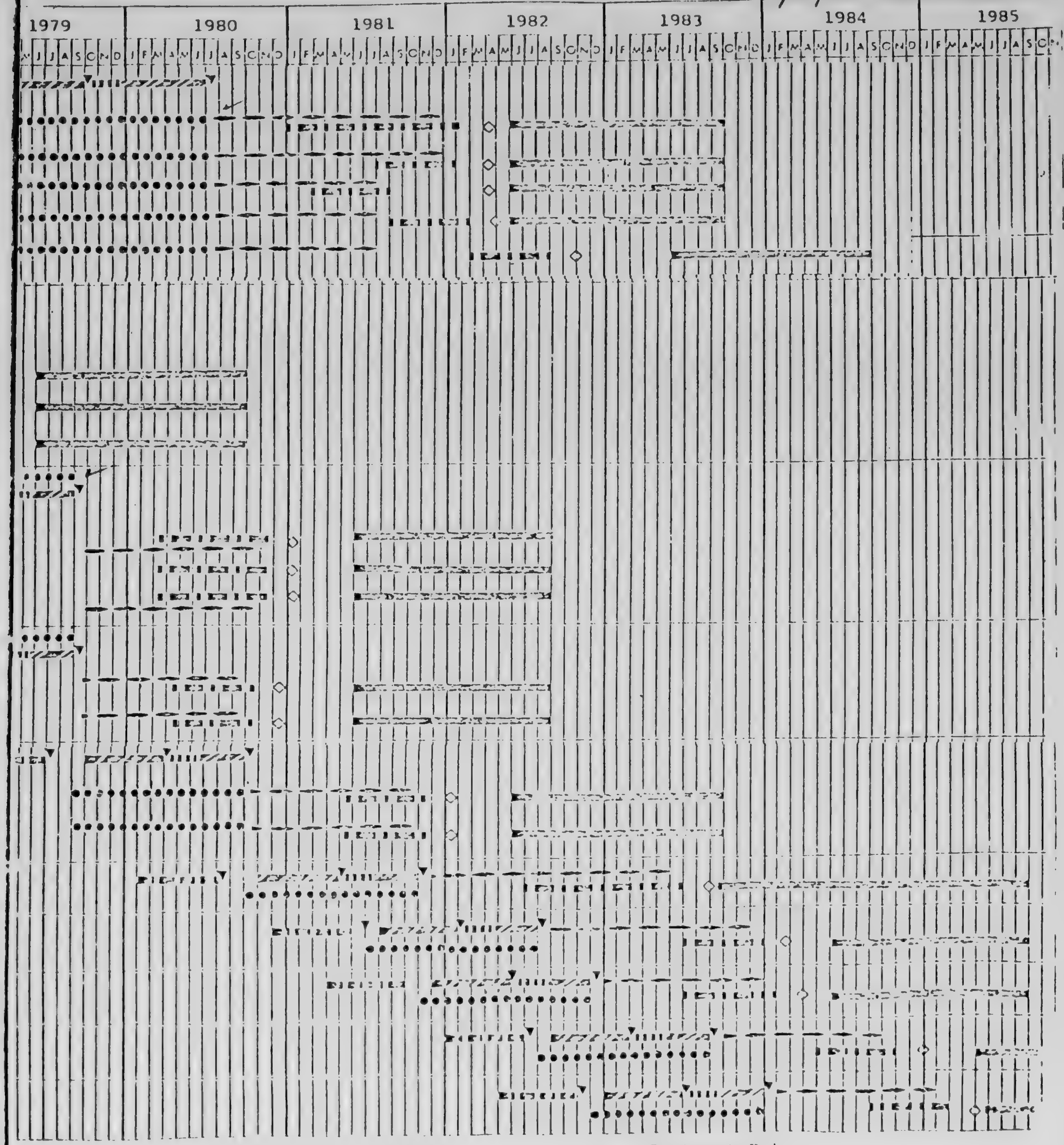
▪▪▪▪▪▪ Project Request
●●●●●● Preliminary Engineering
▼▲▼▲▼▲ Draft EIS
▮▮▮▮▮▮▮ Public Hearings
▰▰▰▰ Design Study Re
— — — Right of Way Pr

AND SCHEDULES

AND FAU FUNDED PROJECTS

Subject to Change

Date 2/23/78 Initial



▪▪▪▪ Final Design ◇ Contract Date

ort & Final EIS ▨ Construction

en & Acquisition ▼ FHWA Authorization ** FAU Funding

December 22, 1977

Frank Mauldin
Transportation Coordinator
MWVCOG
400 Senate Building
220 High St. N.E.
Salem, Oregon 97301

Dear Frank:

I have your letters of November 28th and 29th, requesting air and noise analysis assistance for the Front Street Project.

As I previously indicated, we will be able to provide the noise data requested in the November 28 letter. Pieter Dykman has already discussed the noise ambient measurement and prediction work with Dick Knowles. This data can be collected some time in the next couple of weeks.

We cannot, however, offer any assistance on the air quality work for this project, since our air quality staff is totally committed to a number of high priority projects for the next few months. My recommendation is that the project should be discussed with DEQ for a determination of the adequacy of existing data, and a work program be designed to accomplish what additional work is necessary for Front Street. Such a program might necessitate an air quality consultant, but I would hope not in view of our proposed schedule on the project.

Very truly yours,

ORIGINAL SIGNED BY
GARY A. POTTER

Gary A. Potter
Manager
Environmental Section

REFER TO
FOR
R/D Act

GAP:cjh

bc: E. S. Hunter
John Sheldrake
Bill Tebeau

STATE OF OREGON

INTEROFFICE MEMO Salem

TO: A. D. Olson
Preliminary Design Engineer

DATE: October 26, 1977

File
[illegible]
Salem
[illegible]

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Grade Separated Pedestrian Crossings

As you requested, we have reviewed the current state-of-the-art for grade separated pedestrian crossings. Material in our library is quite limited. Personal experience is probably the best guideline at our disposal. The Traffic Engineer from Multnomah County has indicated that their grade separated pedestrian crossings are not used as planned by pedestrians. It is our opinion that grade separated pedestrian crossings across Front Street would generally not be utilized by pedestrians and, therefore, not be worth the monetary expense required. Overpasses sometimes are a problem with people dropping objects on to vehicles and underpasses can create security problems for pedestrians.

Attached are copies of two sources that might be useful. The report recapitulated in "Transportation Research Record No. 605" is not available locally. We have made a request for this report from the authors.

If further information or discussion on this subject is needed, please contact me.

L. E. George

L. E. George
Traffic Engineer Supervisor

Attachment
GE:DKH:rah

RECEIVED
[illegible]
ENGINEERING
SECTION

81-125-1387

TRR 605

Abridgment

Location of Pedestrian Grade Separations: A Priority Ranking System

Thomas Batz, John Powers, John Manrodt, and Richard Hollinger, Division of Research and Development, New Jersey Department of Transportation

Pedestrian grade separations provide a means of reducing conflicts between vehicular and pedestrian traffic, thus increasing the efficiency and safety of the transportation system. While some attempts have been made to use economic analysis to justify the construction of pedestrian facilities, a systematic approach has generally been lacking.

This paper proposes an approach that rates alternate sites and lists them in a priority order. This priority ranking system requires a minimum number of measurements and gives a uniform system for comparison of sites. Recommended locations are divided into two categories: (a) those at which pedestrian activity exists, e.g., where pedestrians are observed crossing at grade on the roadway, and (b) those at which pedestrian activity is not possible, e.g., a controlled-access roadway.

The factors included in the ranking system were chosen after aspects of existing and proposed locations for pedestrian grade separations were observed. The importance of each of these factors in relation to the others was subjectively determined and a weighting factor was used to give the desired relationships. We believe that this system presents a workable method of evaluating pertinent field data for locations at which pedestrian grade separation is under consideration.

The factors used to warrant the need for a pedestrian grade separation at a site where pedestrian activity exists are

1. The relationship between volumes of vehicular and pedestrian traffic, with a peak-hour average delay factor applied;
2. The amount of time a pedestrian needs to cross the roadway compared with the maximum time available to pedestrians during green and yellow signals at a signalized site, or the actual sight distance compared with the desirable sight distance at a nonsignalized site;
3. The number of school children;
4. The distance to the nearest alternate crossing, considering the type of protection there; and
5. A judgment value.

The factors used to warrant the need for a pedestrian grade separation at a site where pedestrian activity is not possible are

1. The generation of trips by pedestrians;
2. The distance to the nearest alternate crossing considering the type of protection there; and
3. A judgment value.

We have developed a procedure that explains how all field data should be collected to obtain consistent results. These field data can be processed either manually or by computer. The manual method uses prepared graphs and charts to determine a point score for each factor and a final point score that ranks the priority of each proposed location of the pedestrian overpass.

The second method uses three computer programs that were developed from the manual method as an easy and convenient way to process the data. The first program computes peak-hour pedestrian delay at signalized intersections from the field data, the second computes the priority ranking score for each location from the field and delay data, and the third formats and prints the scores by priority ranking and serves as a data file designed to accept additional scores and rerank the previous locations accordingly.

ACKNOWLEDGMENT

This report was prepared in cooperation with the Federal Highway Administration. The opinions, findings, and conclusions expressed are those of the authors and not necessarily those of the FHWA.

Descriptions of the manual method, complete with a user's manual, and of the computer programs, with the actual listings, are included in the final report of this project, which can be obtained from the authors, Division of Research and Development, New Jersey Department of Transportation, 1035 Parkway Avenue, Trenton, New Jersey 08625.

Publication of this paper sponsored by Committee on Pedestrians.

London does have play streets which they control by means of a traffic sign. Local traffic is allowed access to the street, but through traffic is prohibited. There are not many play streets in existence because the city has a policy of providing within a quarter mile of each residence an open area where you could "knock a ball around."

Eur [illegible]

Apr. 1975
FHWA

PEDESTRIAN TUNNELS and OVERPASSES

Pedestrian separations are provided in Europe in those areas of intense pedestrian activity and/or complicated urban intersections. In most cases, pedestrian tunnels are provided. To enhance usage of the tunnels, barriers are placed on the sidewalks to prevent at-grade crossings. In addition, stores are located in the tunnel to provide a shopping arcade atmosphere.

Underpasses are preferred in Europe for aesthetic reasons as well as providing an acceptable grade change for pedestrians.

Germany

Several tunnels and overpasses were inspected in Berlin. One tunnel was built in the 1930's and crosses under the autobahn. It was dimly lit and poorly maintained but heavily utilized as it is the only manner in which the pedestrians can cross the roadway.

Some pedestrian overpasses which provide a direct link between two large shopping malls were viewed in downtown Berlin. The pedestrian overpass is a free standing structure that is heated to prevent icing in the wintertime. Although easily accessible, the overpasses are only partially utilized. Its main use appears to be by tourists wishing to get a picture of a war memorial, as opposed to residents wishing access to the other side of the street. Many pedestrians still cross at grade and the city is contemplating placement of barriers to force pedestrians to use the overpass. (See Figure 19.)

Another pedestrian structure connects the shopping center to the war memorial. This facility is a tunnel and is appropriately signed. (See Figure 20.) After the initial installation, pedestrians still insisted upon crossing the street at grade. Thus, the installation was supplemented with loop-chain barriers on both sides of the crossing. This change was marginally successful. To further increase pedestrian utilization, stores were installed in the underpass to make it more attractive. As a result, almost every pedestrian uses the underpass.

Although the city of Berlin has a large population of elderly people, this fact does not appear to have been considered in the design and construction of their pedestrian overpasses and tunnels. Only in one case were escalators provided in the upwards direction. All other accesses are provided by means of stairs.

Copenhagen

In some new areas in Denmark, pedestrians and motor vehicles are separated at intersections by overpasses. Although some pedestrian tunnels exist, overpasses are used more commonly here because they are cheaper to install. Pedestrian tunnels are always supplemented by barriers and signed as shown in Figure 21. In the older areas, grade-separations are installed when both motor vehicle and pedestrian traffic are high, more frequently in the vicinity of schools. In the newer planned communities in suburban Copenhagen or rural Denmark, there are completely separate networks for motor vehicles and pedestrians.

The Netherlands

Pedestrian separations in The Netherlands are relatively rare but are installed at major intersections where traffic volumes and pedestrian volumes are high. Where separations do exist, the Dutch invariably use underpasses and sign them as shown in Figure 22. Many times these facilities are not supplemented by barriers, thus their utilization is poor. At one installation in Amsterdam, a new facility is never used because the pedestrian is required to walk a considerable distance out of his way to cross the street. In addition, original plans to have the facility lined with shops has never materialized.

Great Britain

Pedestrian underpasses in England abound and are in evidence at almost every traffic rotary. These facilities are signed as shown in Figure 23, and are always supplemented with a barrier. Unfortunately, the signing within the underpass is poor and many people end up on the wrong side of the street and must violate the barriers to reach their destination. Improvements to the signing are presently under study.

PEDESTRIAN SIGNALS

7161

Salem

1 Versteeg ✓
Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
OCT 27 1977
ENGINEERING SECTION

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Return To
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Action

October 26, 1977

Mr. Ralph W. Lambert, P.E.
Project Engineer
City of Salem
City Hall
555 Liberty St. S.E.
Salem, OR 97301

Dear Mr. Lambert:

Re: Pedestrian Crossings
Front Street Bypass
City of Salem
Marion County

As requested we have estimated the cost of a pedestrian crossing under Front Avenue at Chemeketa Street and for a ramp from the existing Center Street Bridge sidewalk down to the parking area under the bridge.

The pedestrian crossing at Chemeketa is estimated at $135,000 including lighting. Drainage should be no problem for less than a 100 year flood.

The ramp from the parking lot to the bridge is estimated at $85,000 for a 5 foot walkway and $100,000 for a 6 foot walkway. The existing sidewalk on the bridge is 5 feet wide. No cost was included for the sidewalk along the ramp over Front Avenue since it would be provided as part of that construction in any event.

I believe that historically the use of facilities such as these has been poor unless it is impossible to get across the street any other way.

The Center Street Bridge is approximately 30 feet above the parking area and even with relatively flat grades this would not be an attractive alternate to walking across the street.

The walkway under Front Street at Chemeketa would not be as great a problem from that standpoint since it would only require dropping down and climbing up about 10 feet; however, such facilities are extremely unpopular because there is no way of knowing what might happen in the tunnel while out of sight of everyone. Policing would be a real problem and maintenance should also be considered since the facility could become a sleeping area for transients as frequently happens.

Very truly yours,

A D Olson

A. D. Olson
Preliminary Design Engineer

ADO:az
cc: John Sheldrake, w/correspondence

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. Adrian Olson
Preliminary Design

DATE: October 24, 1977

FROM: Walter J. Hart
Structural Design Engineer

Walter J. Hart

SUBJECT: Front Street Bypass
Division Street-Trade Street
Pedestrian Crossings

Preliminary cost figures for the pedestrian crossings of Front Street were made from the approximate locations shown on the architectural sketch.

The underpass, with 30 percent allowance for Engineering and Contingencies, is estimated to cost $135,000. This would be a concrete structure with retaining walls on the east end to bring the walkway back to grade at Chemeketa Street. This structure would require stage construction on Front Street.

The overhead structure was planned with an approach fill to reach 10 feet of height and a grade of 8 percent. Approximately 280 feet of structure at 8 percent would be required to match the existing sidewalk on the Center Street Bridge. A cost of $85,000 for a 5-foot walkway, and $100,000 for a 6-foot walkway, includes 30 percent for Engineering and Contingencies. These figures do not include any cost for the sidewalk leaving the structure at the low end of the bridge ramp.

TDL:dh

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Christensen
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81-125-1387

STATE OF OREGON **INTEROFFICE MEMO**

TO: Mr. Adrian Olson
Preliminary Design

DATE: October 24, 1977

FROM: Walter J. Hart
Structural Design Engineer

SUBJECT: Front Street Bypass
Division Street-Trade Street
Pedestrian Crossings

Walter J. Hart

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TDL:dh

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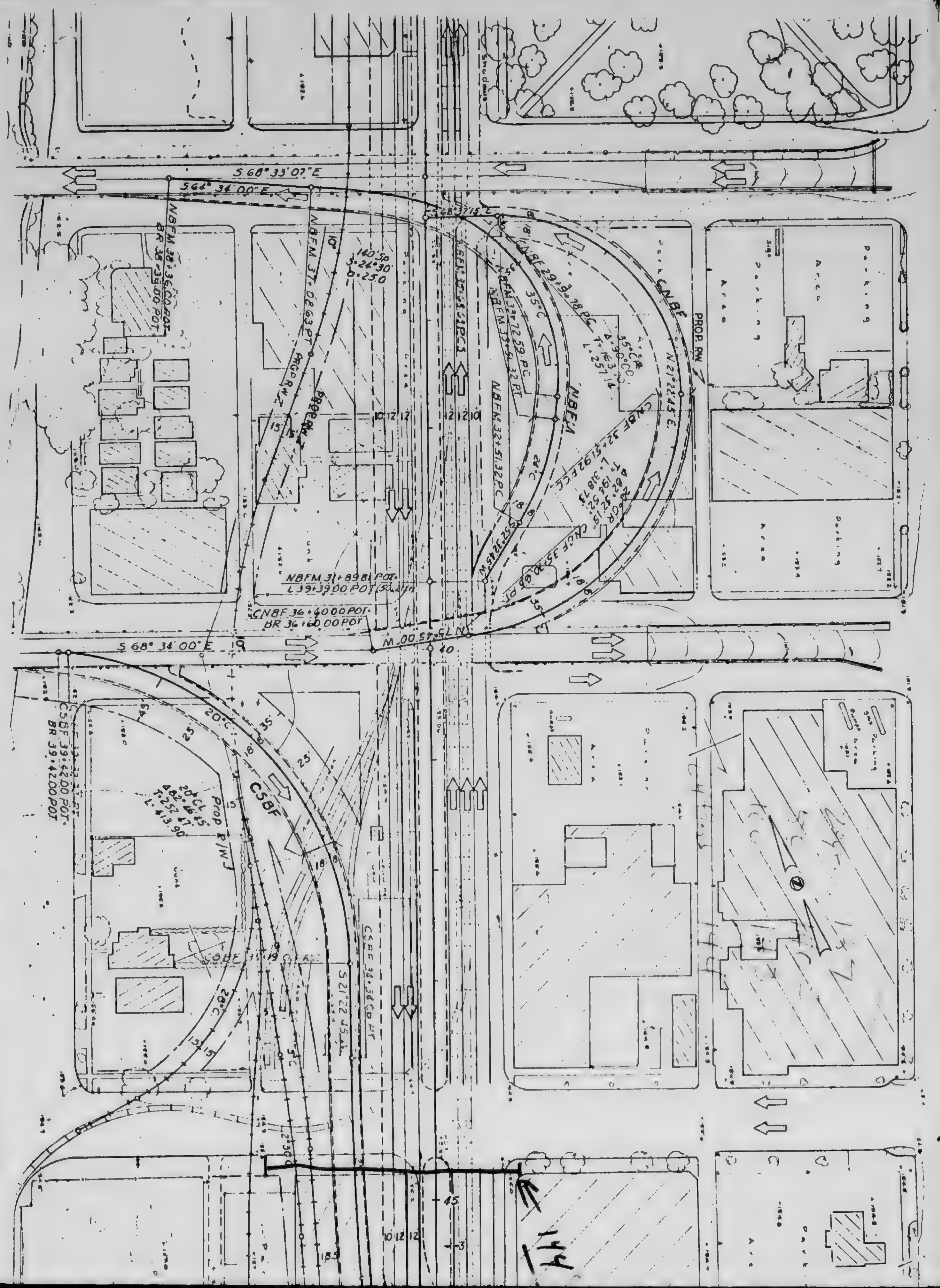
81-125-1387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BR 38+36.00 POT
NBFM 37+08.63 PT
140' Sp.
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D=25.0
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CNBF 29+89.78 PC
35°C
CNBF
PROP R/W
N 21°22'45" E
NBFM
CNBF 32+51.92 EC
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L 39+39.00 POT
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Parking Area
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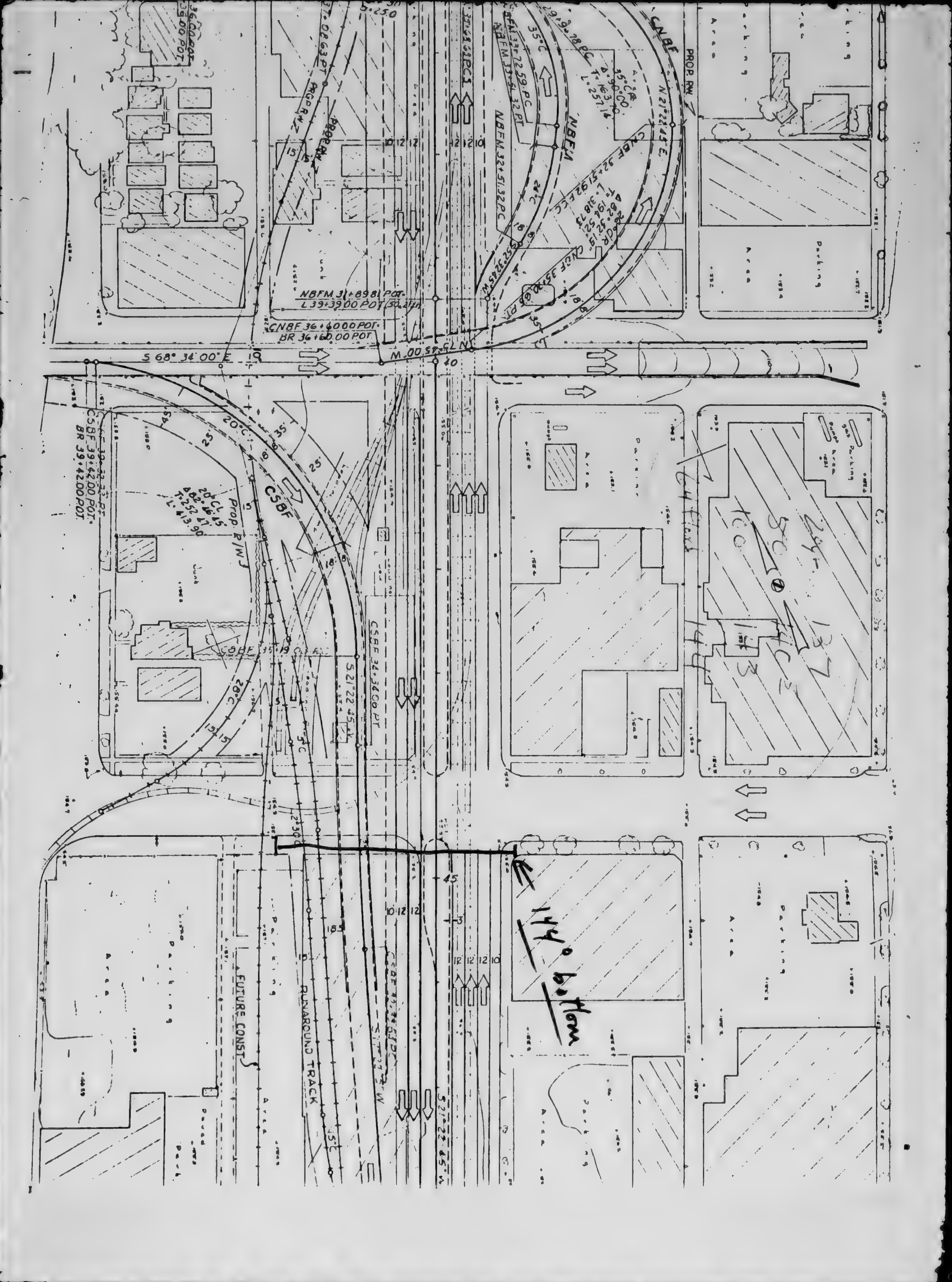
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NBFM 33+54.32 PT
NBFM 32+51.32 PC
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Δ 82°32'15"
T 194.52
L 318.73
N 45°32'55" W
CNBF 35+00.69 PT
18'
35'
NBFM 31+89.81 POT
L 39+39.00 POT (50.21 lt)
CNBF 36+60.00 POT
BR 36+60.00 POT
N 45°00' CLN
S 68° 34' 00" E
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CSBF 39+42.00 POT
BR 39+42.00 POT
CSBF 39+22.23 PT
45'
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25'
35'
20°CL
Δ 82°16'45"
T 252.47
L 413.90
Prop. R/W
CSBF
18'
28°C
15'
CSBF 35+19 C.R.C.
S 21°22'45" W
CSBF 34+34.06 PT
5°C
2°30'
45
3
18.5
FUTURE CONST
RUNAROUND TRACK
12 12 12 10
S 21°22'45" W
Parking Area
Junk
Gas Pumps
64 ft
100
56
24
137
143
144
144° bottom

CITY
OF SALEM,
OREGON
City Hall / 555 Liberty St. S.E.
Zip Code 97301

Department of Utilities/Public Works

October 19, 1977

Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Attention: Adrian Olson, Preliminary Design

Subject: Front Street Bypass
Division Street to Trade Street
Pedestrian Crossings

Gentlemen:

See the attached memo from Jim Walker to Ed Sigurdson, dated October 17, 1977.

Would you please provide me with cost estimates and any comments you may have. Note the November 1, 1977 deadline.

Thank you,

Ralph W. Lambert

Ralph W. Lambert, P.E.
Project Engineer

RWL:rd

cc: Jim Walker, Development Coordinator
Doug Van Dyke, Traffic Administrator
Ed Sigurdson, City Engineer

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OCT 20 1977
ENGINEERING SECTION

Versteeg
Christensen
George
Olsen
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AN EQUAL OPPORTUNITY EMPLOYER

MEMORANDUM

TO: Ed Sigurdson, City Engineer

FOLLOW-UP DATE:

FROM: Jim Walker, Development Coordinator

DATE: October 17, 1977

SUBJECT: SEPARATED GRADE CROSSING FOR [illegible]S
FRONT STREET BYPASS DESIGN

Recent concern has been expressed by Council and [illegible] regarding the hazardous Front Street crossing for pedestrians in the downtown area. The problem is currently illustrated by the difficulty experienced by employees crossing to the temporary parking lots west of Front Street. This situation will deteriorate [illegible] Front Street is improved and projected traffic volumes on [illegible].

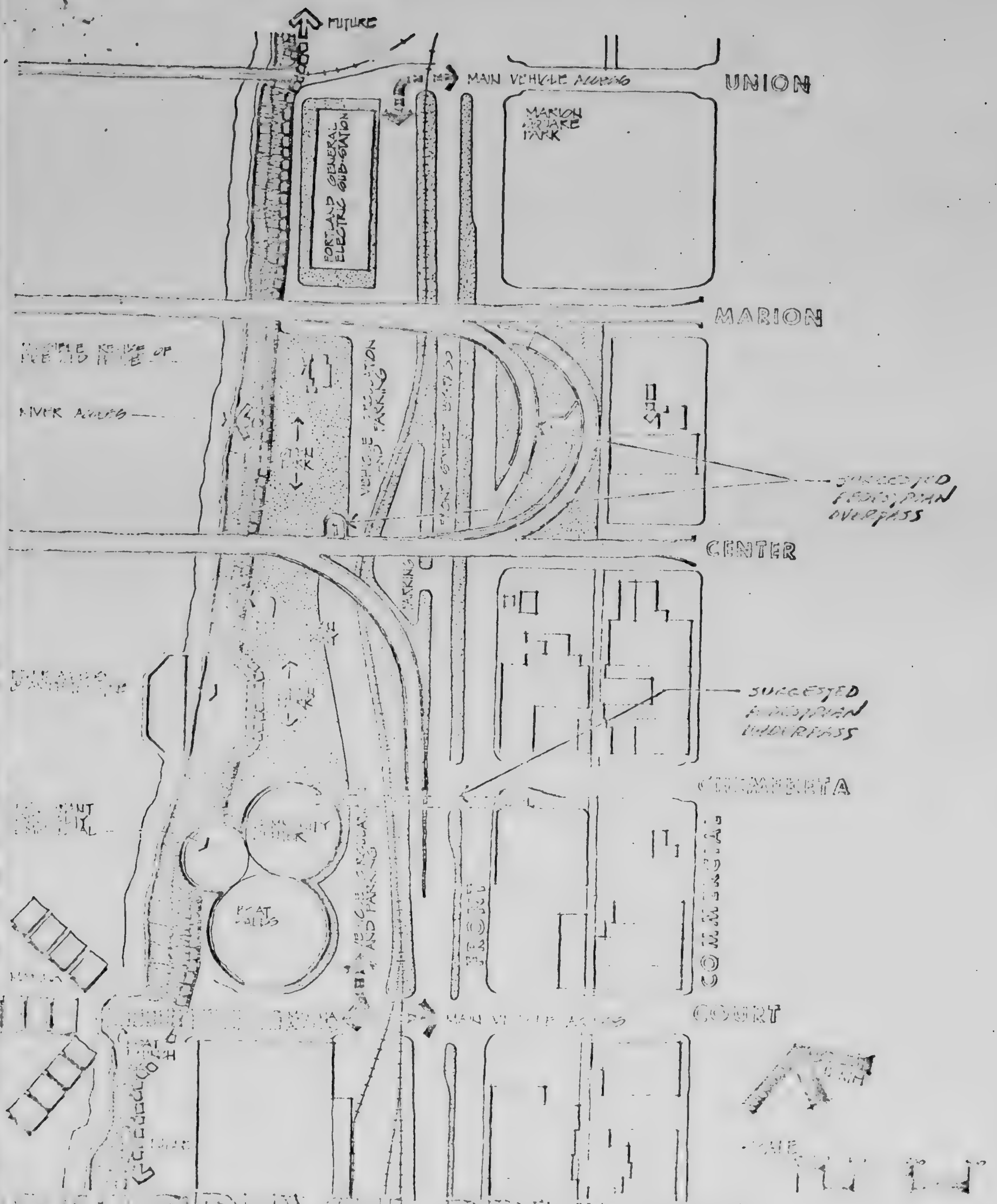
Although a signalized crossing will be provided at Court Street, many feel that a [illegible] pedestrian crossing should be provided as part of the Front Street Bypass design. [illegible] indicates suggested locations for pedestrian [illegible]. A [illegible] near Center Street [illegible] near Center Street bridge and ramp. [illegible] Street.

Your comments are requested on these [illegible], with [illegible] with Cannery and Business [illegible].

We have been asked to furnish a report on this matter by November 1, 1977 and [illegible] request your response prior to that date. Please advise if there is [illegible] in this regard.

[illegible]h

cc: Bob [illegible]
Jerome [illegible]
[illegible] L. [illegible]rt


FUTURE
MAIN VEHICLE ACCESS
UNION
MARION SQUARE PARK
PORTLAND GENERAL ELECTRIC SUB-STATION
MARION
RIVER ACCESS
OPEN PARK
VEHICLE CIRCULATION AND PARKING
FRONT STREET
SUGGESTED PEDESTRIAN OVERPASS
CENTER
PARKING
SUGGESTED PEDESTRIAN UNDERPASS
CHEMEKETA
COMMUNITY CENTER
BOAT RAMPS
BICYCLE CIRCULATION AND PARKING
FRONT
COMMERCIAL
BOAT LAUNCH
MAIN VEHICLE ACCESS
COURT

PARK DEVELOPMENT PLAN FOR GREENWAY

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO -1705(1)
STATE PROJECT NO. See Below
COUNTY NAME Marion
PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.
ITEM NO. 80018

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED
DATE AUTHORIZATION EFFECTIVE 10-10-77
FEDERAL ROUTE NUMBER FAU 1705
STATE ROUTE NUMBER City Street

GENERAL LOCATION:
"Division St. - Trade St. (Salem) Section"

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ XX OTHER (Specify) All phases of PE necessary to obtain an adopted final EIS TEC $65,000- F.F. $55,770

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
As requested in Mr.SWan's 10-10-77 and 10-18-77 letter, I concur that the EIS is not limited to the termini of the subject project as approved but includes, in compliance with FHPM 7-7-2 the entire section (2.1 miles) from Hickory St. to S.E. Church St.

NOTED
F B KLABOE

DATE 10-18-77
SIGNATURE OF APPROVING OFFICIAL G K Hossner
TITLE for Division Administrator

FORM PR-1240 (REV. 8-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 17, 1977

Commander
13th Coast Guard District
Aids to Navigation Branch
Federal Building
915 Second Avenue
Seattle, WA 98174

NOTED
S. HUNTER

Division St.-Trade Street Section
Front Street (FAUS-1705)
Salem, Oregon
Marion County
Center Street (Willamette R.) Br.
Mill Creek Bridge

Your letter of September 19, 1977, indicated that an amendment to our existing permit would be required if a ramp is added to the Center Street (Willamette R.) Bridge. The letter also requested information to be used for determination of navigability for Mill Creek at the Commercial Street crossing site.

The ramp for the Center Street Bridge will be added to the east (Salem) end only. It will involve only the easterly bridge spans over Salem City Streets and the easterly approach fill, as indicated in the attached sketch and plans. The ramp will be partly on the existing structure and partly on a new structure and fill which swings off to the north.

Since all this work will be on shore and over or on Salem City Streets with no involvement of the river or navigational spans, it is our opinion that an amendment to the existing permit is not required. Your concurrence in this matter will be appreciated.

A completed form, "Factural Characteristics for Navigability Determinations", for the Mill Creek (Commercial St.) Bridge is enclosed. This appears to be another of the many small creeks in Oregon which feed other navigable rivers. Such streams have no navigable history or potential and should not be classified as navigable streams.

I hope the enclosed is sufficient for your purposes.

Walter J. Hart
Structural Design Engineer

ORIGINAL SIGNED
R.W. ELLISON
R. W. Ellison
Administration Engineer
Structural Design Section

Encl.

cc ~~E.~~ S. Hunter
Gary Potter
John Sheldrake
D. E. Swan

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: Oregon Department of Transportation

PROJECT TITLE: Front Street Improvements

DATE: September 20, 1977

The state has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented~~.

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

cc: G. L. Green
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
J. Sheldrake, Reg. 2
F. T. Lacey, Dis. 3
Aeronautics Div.
Paul Hartwig, Parks
Gerald Wimer
G. L. Gifford

RECEIVED
STATE HWY ENGR
OCT 10 '77
REFER TO
FOR
BEN GIFFORD

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7708 2 650

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

PNRS #2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

DEPARTMENT OF
LAND CONSERVATION
AND DEVELOPMENT
AUG 16 1977
SALEM

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7708 2 650 Due Date: SEP 16 1977

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

(✓) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

(✓) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Agency August 22 By John R Gustafson

PNRS # 7708 2 650

I. Area Has a Plan and Approved Compliance Schedule

This project and its related land use implications must be coordinated and consistent with the City of Salem's comprehensive plan and efforts to update the plan (i.e. the City's compliance schedule and work program for reaching compliance with the statewide land use goals). Consideration of the relationship between the statewide land use goals #12 (Transportation)

and the project should receive special attention. In addition, the applicant should make every effort to insure that the project makes use of recognized citizen and agency involvement programs established by the local jurisdiction in accordance with the statewide land use goals.

ML:cg
8/23/77

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Administrative Services Division
Dept. of Environmental Quality
RECEIVED
AUG 18 1977

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

SEP 16 1977

Project #: 7708 2 650 Due Date: ____________

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(✓) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Project will req. I.S. permit.

Project may require an Indirect Source Permit

Agency [illegible] By Anthony J George Jr.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

RECEIVED
STATE SOIL AND WATER
CONSERVATION COMMISSION

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7708 2 650 Due Date: SEP 16 1977

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

Salem Division SA

PROGRAM REVIEW AND COMMENT

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( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Agency Soil & Water By C.B. Liles SWCC

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7708 2 650 Due Date: SEP 16 1977

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

(X) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

THE DEMOLITION OF THE HISTORIC SALEM IRON WORKS WITHOUT REGARD TO MITIGATION HAS ALREADY TAKEN PLACE. NO FURTHER IMPACT SHOULD COME TO CULTURAL RESOURCES BY THE REMAINDER OF THIS PROJECT.

Agency HISTORIC PRESERVATION OFFICE
STATE PARKS & RECREATION BRANCH
525 TRADE STREET SE
SALEM, OREGON 97310

By David G Talbot

(#2)

ROBERT W. STRAUB

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

August 9, 1977

TO **Executive Department**
Federal Aid Coordination Unit

Mid-Willamette Valley Council
of Governments
Room 305 Civic Center
Salem, OR 97301

D E Swan

FROM **D. E. Swan**
Federal Aid Engineer

SUBJECT **Notice of Intent for Federal Aid Funds**
State Admin. Dist. No. 3
Section: Division St. - Trade St. (Salem)
Highway: Front St. (Salem) FAUS-170S
County: Marion

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be Sept. 9, 1977.

BLG: dmc

Attachment

cc: **G. L. Green**
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart

Region 2 : J. Sheldrake
District 3 : R. A. Kuehn
Aeronautics Division
Paul Hartwig, Parks
Gerald Wimer
B. L. Gifford

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STATE HWY ENGR
AUG 11 '77
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FOR
Info Invest R/D D/R Sign Att

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT [45 Dept. of Transportation	46] DIVISION [79 Highway		
03	12] APPLICANT ADDRESS STREET [45 Oregon Dept. of Transportation Bldg.	46] CITY [60 Salem	76] ZIP [80 97310	
04	12] CONTACT PERSON [45 D. H. Moehring	46] AREA CODE [48 503	49] PHONE [55 378	56] EXTENSION [59 6563
01	12] PROJECT TITLE [71 Division St. - Trade St. (Salem)			
11	12] PROJECT LOCATION—CITY Front St. (Salem) FAUS-170S	PROJECT LOCATION—COUNTY Marion	PROJECT LOCATION [79 SEC: T: R:	

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 [71

06 12] The Front Street System improvement contains three sections (1) North, N. Liberty- [71

07 12] Commercial Couplet (Hickory-Division), (2) Central, Front Street (Division-Trade), [71

08 12] (3) South, Pringle Creek Parkway (Trade-Church) [71

09 12] (See attachment) [71

10 12]

	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	3,336,800	-	271,600	271,600	-	3,880,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE [71 Title 23 USC Highways	
15	12] FEDERAL AGENCY NAME [45 U.S. Dept. of Transportation	46] FEDERAL SUB-AGENCY NAME [79 FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 | INTER-STATE ☐ 13 | COUNTY ☐ 14 | CITY ☐ 15 | SCHOOL DISTRICT ☐ 16 | SPECIAL DISTRICT ☐ 17 | COMMUNITY ACTION ☐ 18 | SPONSORED ORGANIZATION ☐ 19 | OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 | CONT. GRANT ☐ 22 | SUPPL'T GRANT ☐ 23 | INCREASE DURATION ☐ 24 | DECREASE DURATION ☐ 25 | CANCELLATION ☐ 26 | INCREASE DOLLARS ☐ 27 | DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: Aug. 9, 1977

(D) REVIEW REQUIRED by A-95 Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT Yes ☒ 33 No ☐ 34

(F) HOUSING RELOCATION REQUIRED Yes ☒ 35 No ☐ 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42 Sept.	43] DAY [44 9	45] YEAR [46 1977

OREGON STATE HIGHWAY DIVISI
PROJECT ASSESSMENT
(Or Request)

CATEGORY
2 PROJECT

MAJOR-SIGNIFICAN
M - 1705 (-)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date July 7, 1977

Section Hickory Street-Pringle Creek Parkway (Church St. Intersection) Section

Units (if appl) #1 N. Liberty-Commercial Couplet, II Front S (From Division to Trade), #3 Pringle Cr. Parkway

County Marion

City Salem

Highway Front Street FAUS 1705

State Hwy. No.

Termini: M.P. (if appl)

Length 2.1 miles

Region 2

Construction Estimate $3,880,000
Program Amount

B. Purpose of Project:

The (Front Street System Improvement) is designed to divert traffic from the Liberty-Commercial Couplet, which now serves the downtown, and to accommodate projected increases of cross-river bridge traffic that would use planned bridge improvements and bridge ramps. It is intended that traffic diverted from the downtown would use the Pringle Creek Parkway and the North Liberty-Commercial Couplet. This diversion would facilitate traffic movement through and around the downtown area, reduce congestion and encourage greater use of the downtown business district.

C. Origin & History of Project:

The Front Street project was first identified in the Central Salem Development Program. This plan was to serve as the basis for the renovation of the downtown core and also included recommendations on housing, urban renewal, and transportation. The revised Salem Area Transportation Plan (1974) included this project as one of its recommendations, as did the Salem Area Comprehensive Plan. A general obligation bond issue was passed in May 1974 to fund the construction of the Bypass component. State bonds ($6 million) were intended to pay for the remainder of the project. Right-of-way is now in the process of being purchased with urban renewal funds.

D. General Description of Project:

The Front Street System improvement contains three sections: 1) North, N. Liberty-Commercia Couplet (Hickory to Division); 2) Central, Front Street (Division to Trade); and 3) South, Pringle Creek Parkway (Trade to Church).

The North Liberty-Commercial Couplet will be widened to accommodate 3 lanes in each direction, from Hickory to the Commercial Street intersection near Belmont Street. From this point to Division Street, Commercial Street will include 6 lanes -- three in each direction -- plus a merging lane located between D and Division Streets.

Widening of the existing Front Street is planned to accommodate 4 lanes north of Center Street Bridge and 6 lanes south of Center Street. The project connects to existing and future Center and Marion Street Bridge ramps. New diagonal connections are also included from Front to Commercial Street at each end of this project. The existing railroad trackage is to be relocated from the middle of the street to beyond the western edge. Included in the project are traffic signals, illumination, landscaping, irrigation, etc.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

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46] **DIVISION** [79 — Highway

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76] **ZIP** — 97310

04 12] **CONTACT PERSON** [45 — D. H. Moehring
46] **AREA CODE** [48 — 503
49] **PHONE** [55 — 378
56] **EXTENSION** [59 — 6563

01 12] **PROJECT TITLE** [71 — Division St. - Trade St. (Salem)

11 12] **PROJECT LOCATION—CITY** — Front St. (Salem)
FAUS-170S
PROJECT LOCATION—COUNTY — Marion
PROJECT LOCATION [79 SEC: T: R:

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12

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Yes ☒ 35 No ☐ 36

(G) ESTIMATED APPLICATION FILING DATE:

41] MONTH [42	43] DAY [44	45] YEAR [46
Sept.	9	1977

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Const.

V. Has funding agency been notified? No ☐ Yes ☒ Date: Aug. 9, 1977

VI. If project includes state funds (12C), identify agency Highway

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

17(E) This is a category 2 project of major-significant environmental impact under Oregon's Action Plan.

OREGON STATE HIGHWAY DIVISI
PROJECT ASSESSMENT
(Or Request)

CATEGORY
2 PROJECT

MAJOR - SIGNIFICANT
M - 1705 (-)

PART 1. GENERAL INFORMATION

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County Marion

City Salem

Highway Front Street FAUS 1705

State Hwy. No. ________

Termini: M.P. (if appl) ________

Length 2.1 miles

Region 2

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The Pringle Parkway would include two eastbound lanes between Liberty and Commercial and three lanes between Liberty and Church. This section would also include a landscaped median and on-street parking on the north side of Trade Street. The railroad tracks along Trade will be removed. Parking would be removed in the Commercial-Church section of Ferry Street, to provide three travel lanes.

Alignment: New ________ Existing ________ Combined X
(REFER TO MAP)

Typical Section : Existing: No. Lanes 2 ; Med. 1 @ 24'; Shldrs. ____; Parking 208' ea

Proposed: No. Lanes 6 ; Med. 1 @ 30'*; Shldrs. 2 @ 10'*; Parking none

Traffic: Existing Facility: Existing ADT 4400-13,100; Projected ADT 4750-16,800 ; Yr. 198

Existing Level of Service C-D

Proposed Facility: Projected ADT 13,800-29,000 ; Yr. 1980

Projected Level of Service C

Right of Way: Additional anticipated Yes ; if yes, give approx. No. Parcels 14+
Yes, No
(Refer to Page 1, #C, and Table I)

Acres 12 ; Type of Relocation Req. Mostly business ; No. 14

Materials Source, Borrow, Waste Disposal Requirements, if any:

Type of Structure(s):

A pedestrain-oriented bicycle crossing structure is proposed on the north side of the Center Street Bridge. The structure would come to grade at either edge of Front Street.

The reconstruction of the bridge over Mill Creek may also be necessary in order to accommodate six travel lanes and increased weight bearing loads.

Brief Description of River or Stream and Type of Involvement, if any:

The project parallels the Willamette River and crosses over Mill Creek, a small tributary of the Willamette. Another small tributary is situated some 160' from the southern-most part of Trade St. It is not anticipated that the development of this project will create a discernible impact upon the ecology or water quality of Mill Creek.

Local City, County or COG priorities of project:

The Salem Area Transportation Study has identified the Front Street Bypass as a high priority, interstate transfer funded project. The MWVCOG previously established this project as Administrative District 3's highest priority for the $125 million of bond funds that had been authorized for sale.

FHWA and/or OSHD approvals given, if any:

The City and Oregon State Highway Division have entered into an agreement, not yet complete, providing for the relocation of Oregon 99E from Commercial Street to Front Street.

Location or Design Alternatives (identify and describe):

The location and design alternatives for the Front Street System Improvement include: 1) the development of improvements either to the east or west of the current alignment; 2) the placement of the north diagonal, either to connect Front to "D" or Division; the placement of the south diagonal, to either remove the current railroad tracks or eliminate certain structures. The 1st issue hasn't been identified. The possible relocation of the railroad tracks now situated in the median has been considered. Both median and separate railroad alignments have been studied.

---

*Front Street portion of project; other sections may not include emergency lanes or parking.

While no alternative vehicular routes are proposed, the design alternatives for the North Liberty-Commercial Couplet include either: 1) the installation of an 8' bicycle lane or emergency lane or 2) retaining existing tree lawns in order to provide some form of landscaping and an additional distance to buffer secondary vehicular impacts.

Within the Church-High Street section of Trade Street, the principal design alternative is that of whether or not to remove the current railroad trackage; design alternatives in a similar section of Ferry include whether to remove parking and restripe to three lanes or whether to widen to include parking in a three-lane cross-section.

Other Descriptive Information or Comments:

It is intended that right-of-way for the Division to Trade Street section of the Front Street Unit of this project would be acquired using City General Obligation bonds. The acquisition of parcels in this section is now underway.

(Attach project sketch map)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

This project is situated west and north of downtown Salem and immediately east of the Willamette River. The North Liberty-Commercial Couplet portion of this project crosses a small tributary of the Willamette River, called Mill Creek; another tributary, called Pringle Creek, is situated immediately south of the Trade Street section. The area is urbanized and very flat, consisting of an alluvial plain composed of silts and gravels. The east bank of the river is approximately 35 feet above mean water level and is outside the one-hundred year flood plain. Natural vegetation exists only as a narrow strip of Ash, Willows, and Cottonwood with a mixed understory within a few dozen feet of the waterline.

2. Cultural:

The land use surrounding the North Liberty-Commercial Couplet is a mixture of residential and commercial-retail uses. A transition is now underway involving the replacement of the older single-family structures by commercial and residential, multi-family uses. The existing zoning west of Liberty Street includes Commercial General (CG), Industrial Commercial (IC), and Heavy Industrial (HI). The Burlington Railroad has tracks which intersect with the Couplet near South Street. No parks or historic buildings abut the Divison to Pine section of the Front Street Bypass.

Front Street lies immediately west of the CBD and is surrounded by several old buildings used as stores, warehousing and manufacturing plants. Two railroad tracks are in the center of the street and spurs connect to "D" Street, Union Street (railroad bridge) and Trade Street. Boise Cascade Paper Company lies on both sides of the railroad at the south end of Front Street. Marion Square Park borders the street between Marion and Union Streets.

Twelve historic structures near the Central Business District have their western boundaries along Front Street. The Salem Iron Works building, located west of Front Street, is to be removed. The Historic Preservation Office has classified this structure as eligible for nomination to the National Register. The historic structures east of Front Street would not be removed. The project area is presently marginal in recreation opportunities except for the Marion Square Park and a marina on Water Street. The access to the river is marginal.

The land use is predominantly Commercial-industrial with few residential homes present. The 1970 Census of Population states that 148 persons lived in 101 housing units near Front Street. The residential area is rapidly declining.

Many Commercial-industrial businesses along Front Street are old and deteriorating, with newer buildings being built periodically.

Along Front Street, there are two sets of rail lines, a through track operated by Burlington Northern Railroad, and a spur track used by the Southern Pacific.

Several large institutional and private structures abut the Pringle Creek Parkway between Church and Commercial, including the Salem International Dunes Motel, State Accident Insurance Fund, and several parking lots. While the major uses are well established, a certain transition to more intensively used structures should occur in the area between Trade and Ferry. A railroad now uses the northern portion of the right-of-way along Trade.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

Fairly extensive amounts of right-of-way have or would be acquired to construct the Front Street (Division to South Commercial) section of this project. Commercial, residential and industrial properties will be involved. A number of historic buildings are situated at or near Front Street; some may be affected by the improvement of Front.

Along the North Liberty-Commercial Couplet section, several small parcels of land may be required at the Burlington Northern crossing of Liberty-Commercial and at the southeastern corner of the Pine- North Commercial intersection. No structures will be relocated.

Extensive public right-of-way exists along the Commercial-Church section of Trade-Ferry, and no additional property is expected to be required.

2. Estimated Impact on Traffic Patterns:

By providing additional capacity in this north-south corridor, it is expected that:

* The amount of traffic within the downtown along both the Liberty-Commercial and Center-Marion Couplets will decrease sharply. Traffic is expected to divert from these facilities to Front for both regional- and downtown oriented trips by providing an alternate ingress-egress to the Center-Marion Bridges through the installation of bridge ramps. This diversion of traffic flow is also dependent upon the construction of the connecting parts of the Front Street including Front Street proper, portions of the North Liberty-Commercial Couplet, and the Commercial-Church section of the Pringle Creek Parkway.

* The amount of traffic on the Front Street Bypass, North Liberty-Commercial Couplet, and the Pringle Creek Parkway would appreciably increase, by virtue of the aforementioned increases in capacity and alternate approach/exit patterns to the Bridges

Consequences--Air Quality, Noise, Safety, etc.: An air quality assessment, developed in the (draft) Regional Parking and Circulation Plan, has indicated that the Division-Trade Street portion of Front Street and the Church-South Commercial portion of the Pringle Creek Parkway would not exceed 1980 Federal/State emission standards. Air quality standards, based on preliminary data, are not expected to be exceeded on the North Liberty-Commercial Couplet. While noise levels should increase along the Front Street Bypass System, it is not known if these increased volumes will result in violations of Federal standards. Pedestrian safety should be increased--as compared to the present condition--through the construction of a grade-separated pedestrian walkway over Front Street at the Center Street Bridge. Increased safety--again compared to current conditions--should occur at selected intersections of the Bypass System through the installation of five traffic signals.

3. Estimated Impact on Land Use:

Along the North Liberty-Commercial Couplet, more intensive commercial uses should replace the declining residential areas. The Grant and Highland Neighborhoods recommended that residential activity be permitted east of Liberty Street. Major recommendations were not given west of Liberty Street. The Salem Area Comprehensive Plan designates this area as Industry and Commercial-Retail.

In the downtown, several businesses have been or will be relocated west of the Front Street project. Front Street will bypass the Central Business District, therefore, reducing the through traffic from the internal streets. The downtown business and retail activities should expand westward to Front Street's eastern boundary. The diversion of traffic from the Commercial-Liberty Couplet may enhance the growth of major retailing activity in the downtown. A Waterfront Development Plan has been prepared by the City of Salem, located west of Front Street. This project will contain open space--parks, a marina, bikepaths and parking facilities, and will not be impacted by the Front Street improvements. Most of the existing land uses on the west side of Front Street will be converted to this Waterfront Project. See Maps 3 and 4.

Along the Ferry-Trade section of the Pringle Creek Parkway, it is probable that a more intensive use of land may result, with increasing conversions to high-value commercial and office properties.

4. Expected Impact on Natural Ecoglogical Resources:

None anticipated.

Consequences:

5. Expected Impact on Cultural and Scenic Resources:

Few. Two street intersections will provide access for the pedestrian to reach the proposed Riverfront Development west of Front Street. Pedestrians will be forced to walk one to two blocks out of the way to cross Front Street. Noise levels will increase. Landscaping will be included in plans to improve the street's aesthetic appearance. A number of historic structures will be affected by the project through removal or change in noise levels, access, etc.

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

The Salem Iron Works will be removed.

7. Potential for Controversial Issues:

For Front Street, such issues might include the increased traffic along Marion Square Park, the isolation of Marion Park from the rest of the downtown because of this increased traffic.

8. Potential for Consistency of Proposal With:

a. Clear Air Implementation Plans

Based upon the preliminary results of the Regional Parking and Circulation Plan, this project is not expected to exceed 1980 air quality standards.

b. Noise Standards

Because of the increased traffic along the Front Street System that improvements is expected to occur, noise levels would increase. A noise study report would be prepared to indicate the degree of noise impacts to adjacent land uses.

c. Water Quality Standards - Minimal long-term impact. During construction, runoff from impervious materials would run into the Willamette River.

d. Area Land Use and Transportation Plans, and Zoning

This project is included as part of and is consistent with the area's Comprehensive and Transportation Plans.

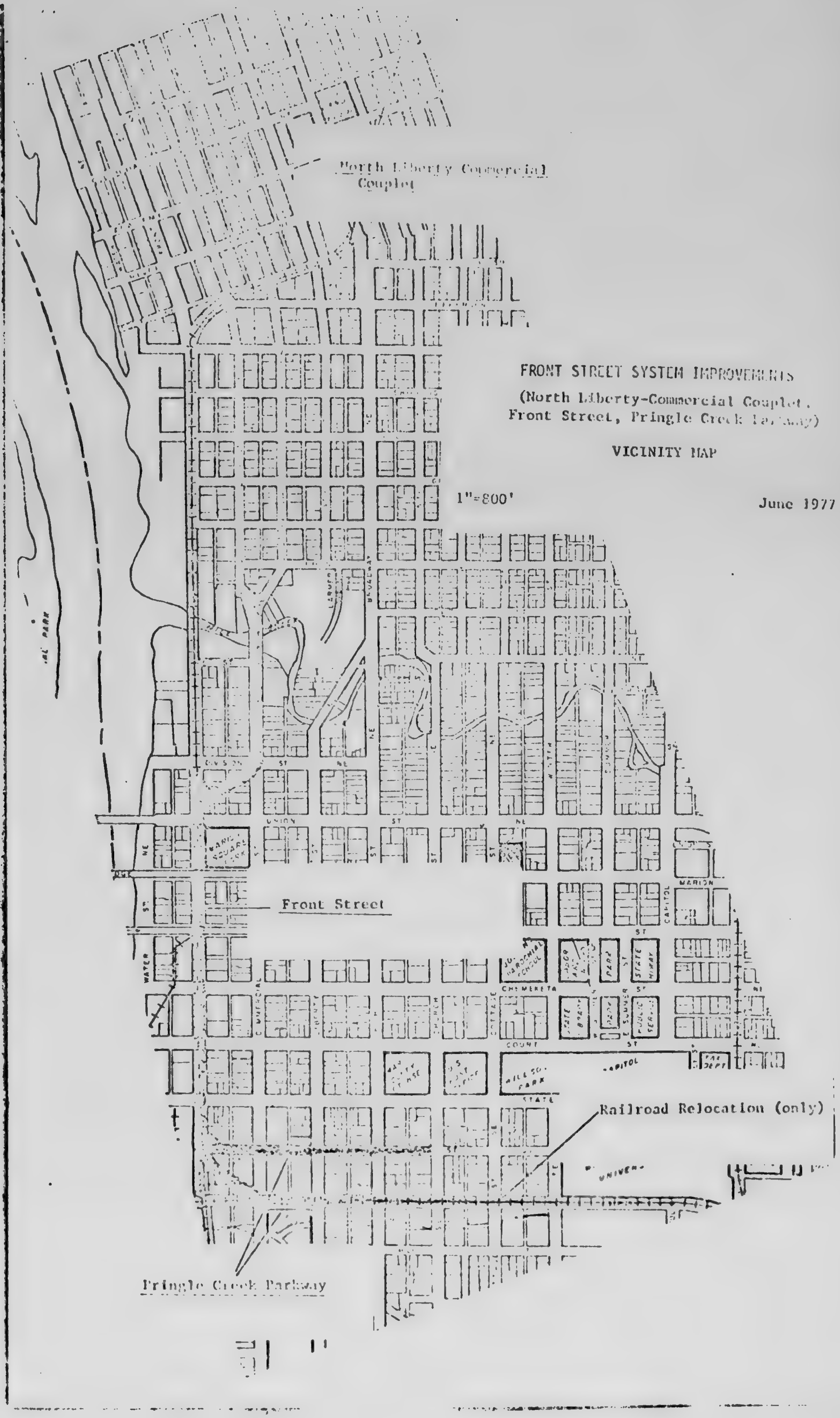
C. Recommended Type of Action and Documentation:

----------------MAJOR ACTION----------------		---------NON-MAJOR ACTION------
SIGNIFICANT;	NON-SIGNIFICANT:	
X D & FEIS	_____ D & F Neg. Dec.	_____ ASSESSMENT ONLY
X Section 4(f)	_____ Section 4(f)	_____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

D. Recommended Project Category: _____ 1 X 2 _____ 3 _____ 4

Form (1)10-75


Division St NE
Union St NE
Marion Square Park
Water St NE
Commercial
Liberty
High
Church
Cottage
Chemeketa
Court
State
Marion
Capitol
Summer
Willson Park
Capitol
University

FRONT STREET SYSTEM IMPROVEMENTS

(North Liberty-Commercial Couplet, Front Street, Pringle Creek Parkway)

VICINITY MAP

1"=800'

June 1977

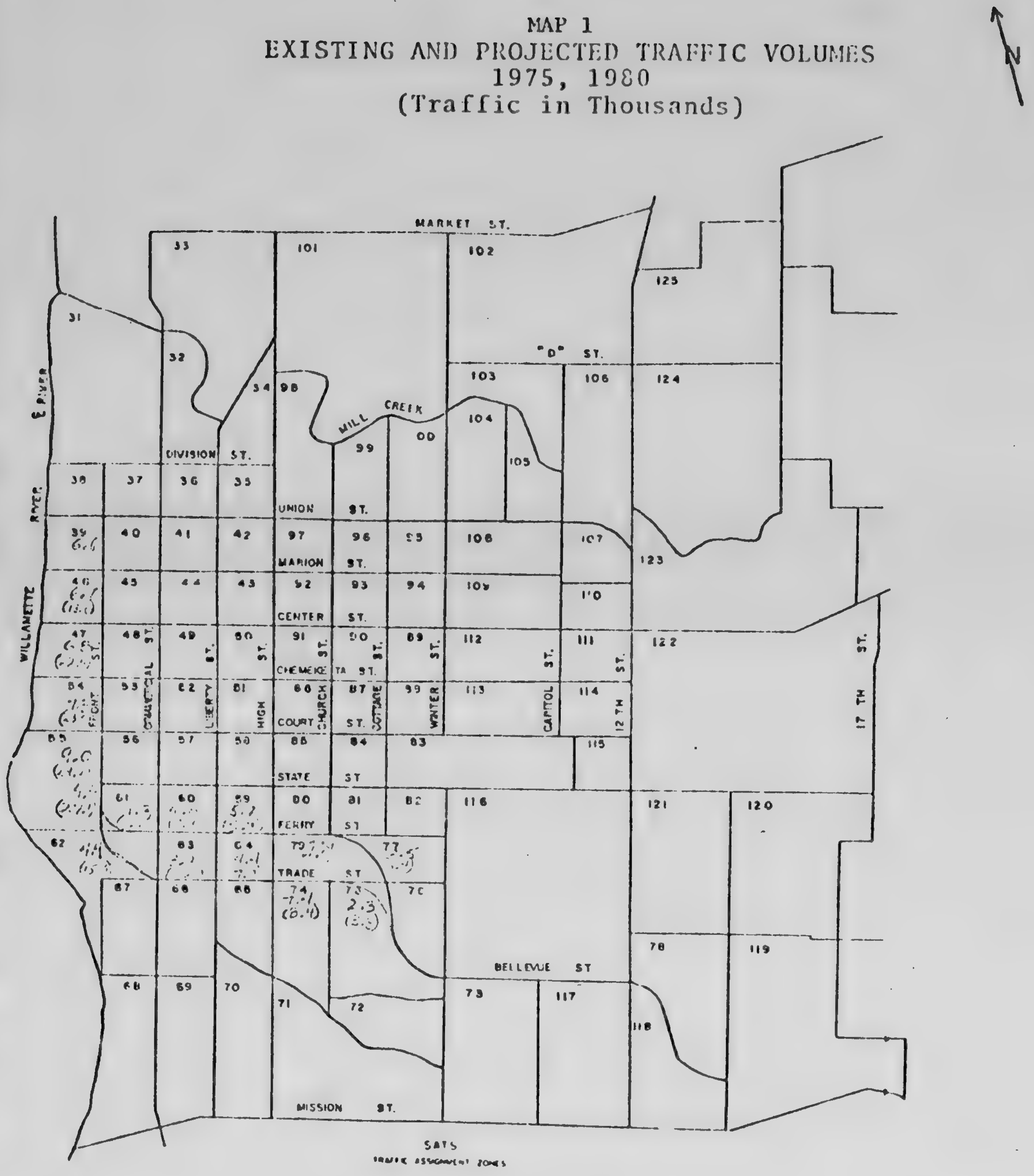
North Liberty Commercial Couplet

Front Street

Railroad Relocation (only)

Pringle Creek Parkway

MAP 1
EXISTING AND PROJECTED TRAFFIC VOLUMES
1975, 1980
(Traffic in Thousands)


N
MARKET ST.
"D" ST.
MILL CREEK
DIVISION ST.
UNION ST.
MARION ST.
CENTER ST.
CHEMEKETA ST.
COURT ST.
STATE ST
FERRY ST
TRADE ST
BELLEVUE ST
MISSION ST.
FRONT ST.
COMMERCIAL ST.
LIBERTY ST.
HIGH ST.
CHURCH ST.
COTTAGE ST.
WINTER ST.
CAPITOL ST.
12 TH ST.
17 TH ST.
WILLAMETTE RIVER
SATS
TRAFFIC ASSIGNMENT ZONES

3.2 1975 Conditions
(6.6) 1980 Conditions

TABLE 1

FRONT STREET ACQUISITION

CLOSED

Property Number	Owner	Date Closed	Land Use
1	Steinbock	1/31/77	Junk Yard
2	Hadley/Green	12/30/76	Auto Parts Sales
3	Gostovich	5/06/76	
4	Taggesell	1/14/77	Recreation Vehicle Sales & Some Auto Repair

SETTLED

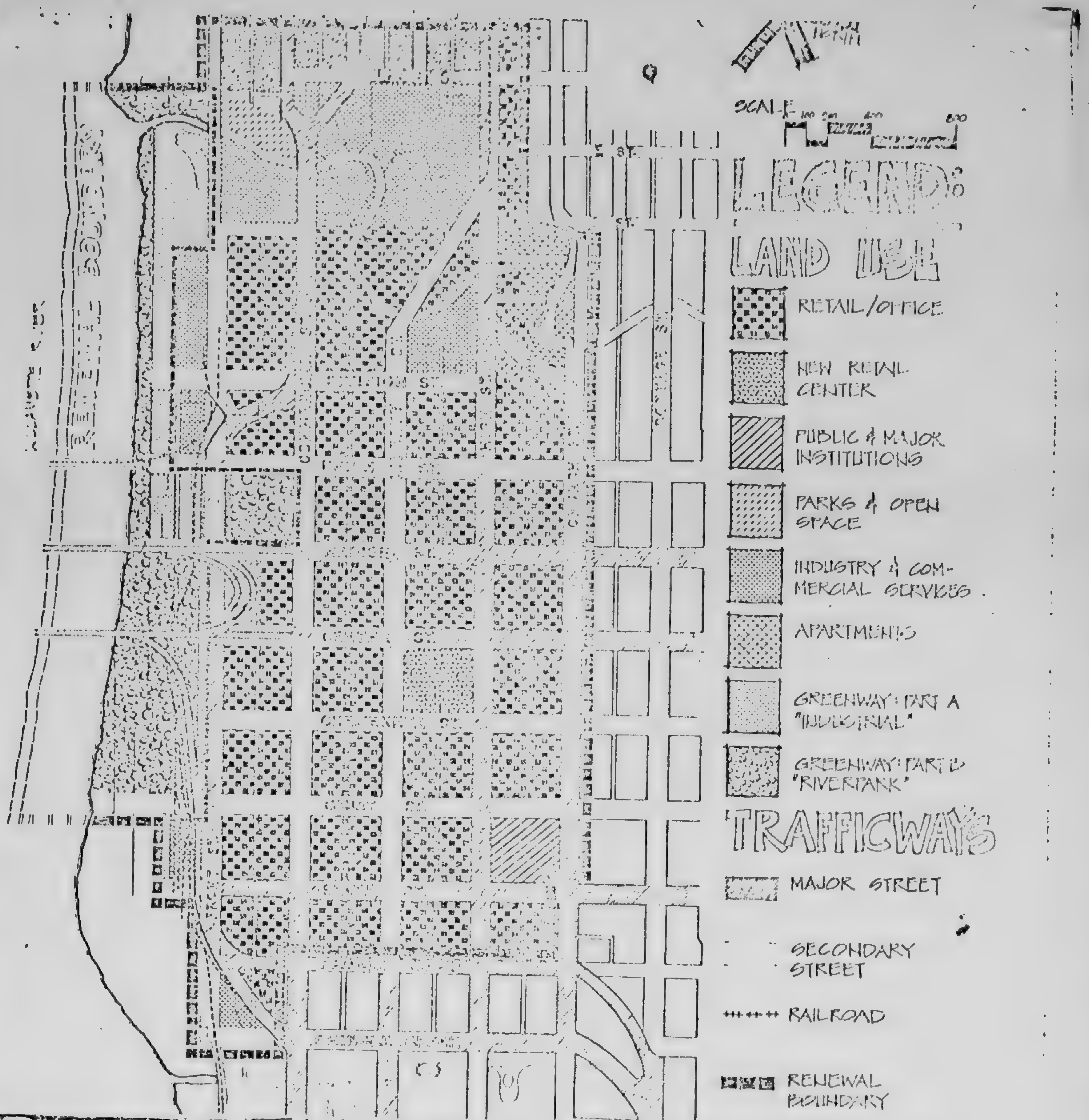
5	Judsons	4/01/77	Plumbing - Heating
7	Salem Electric	6/01/77	Office - Watchhouse - Meter Repair
8	Marion County	12/15/77 (latest date)	New Car Storage & Auto Repair

CONDEMNATION

6	Caughell	4/11/77	Warehouse
9	Salem Iron Works	6/21/77	Iron Casting
10	Salem Steel	7/25/77	Wholesale/Sales
11	Argo Investment	7/12/77	Wholesale/4 Apartments

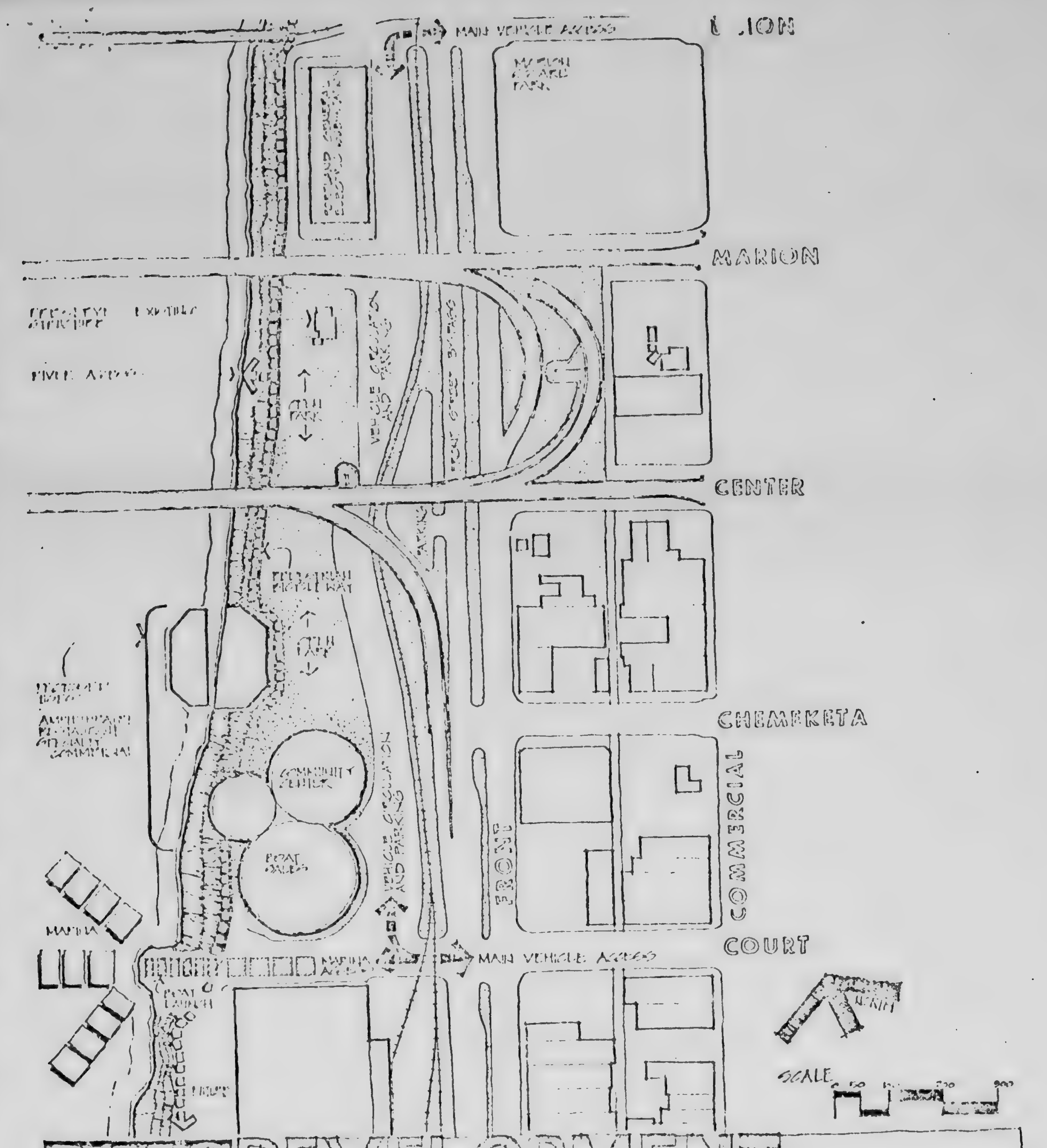
IN NEGOTIATION

12	Boise Cascade	July, 1977	A. Parking B. Sportrack
13	SPRR	July, 1977	Railroad Track
14	Woodmansee	July, 1977	Parking lot


SCALE
100
200
400
800
LEGEND
LAND USE
RETAIL/OFFICE
NEW RETAIL CENTER
PUBLIC & MAJOR INSTITUTIONS
PARKS & OPEN SPACE
INDUSTRY & COMMERCIAL SERVICES
APARTMENTS
GREENWAY: PART A "INDUSTRIAL"
GREENWAY: PART B "RIVERPARK"
TRAFFICWAYS
MAJOR STREET
SECONDARY STREET
RAILROAD
RENEWAL BOUNDARY

PART 2 EXHIBIT 2

GENERAL LAND USE PLAN & RIVERFRONT DOWNTOWN URBAN RENEWAL PROJECT BOUNDARY


MAIN VEHICLE ACCESS
UNION
MARION SQUARE PARK
MARION
RIVER ACCESS
CITY PARK
VEHICLE CIRCULATION AND PARKING
FRONT STREET BY-PASS
CENTER
PARKING
PEDESTRIAN BICYCLE WAY
CITY PARK
AMPHITHEATER
RESTAURANT
SPECIALTY
COMMERCIAL
COMMUNITY CENTER
BOAT SALES
VEHICLE CIRCULATION AND PARKING
CHEMEKETA
FRONT
COMMERCIAL
MARINA
MARINA ACCESS
MAIN VEHICLE ACCESS
COURT
BOAT LAUNCH
NORTH
SCALE

PART 2 EXHIBIT 3

DEVELOPMENT PLAN FOR GREENWAY

STATE OF OREGON

INTEROFFICE MEMO

DATE: July 28, 1977

TO: E. S. Hunter
Deputy State Highway Engineer

FROM: Gerald Wimer
Local Government Programs Engineer

SUBJECT: PROJECT ASSESSMENT
Revision of Project Assessment
Division St.-Trade St.
Front Street (FAUS 1705)
Salem, Oregon

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Program Management classifies this section as a Category 2 project of Major Significant action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:dpy

Attachment

JH
8-1-77

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
G. A. Potter (2)
George Bell
R. E. Royer
Surfacing Design - Lab Bldg.
Region 2 : John Sheldrake
District 3 : R. A. Kuehn
Region 2 Geologist: William Fretwell
B. L. Gifford

RECEI
STATE HW
RE

9161

2

July 26, 1977

MISC. CONTRACTS and
AGREEMENTS No. 6119

City of Salem
City Hall
Salem, OR 97301

Attention: Miss Betty J. Marsh
City Recorder

Gentlemen:

Attached for your files is a fully executed copy of an agreement for improvement of the Division Street-Trade Street (Salem) Section of Front Street, FAU 1705, Marion County.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

Attachment

bc: Don Harwell (agreement attached)

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: July 22, 1977

In reply refer to: HB.2-OR

SUBJECT: Oregon Project M-1705(-)
PROJECT ASSESSMENT-Revised
Division St.-Trade St.
Front St. (FAUS 1705)
Marion County

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Wimer's July 14, 1977, memorandum has been reviewed.

We concur with your finding that the proposed project constitutes a MAJOR SIGNIFICANT action requiring the preparation of an Environmental Impact Statement.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

G. L. Green

cc:
ODOT (Laux, Potter)
OSHD (Region 2, Welsh)

STATE HWY ENGR

orig to

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7707 2 230 Due Date: AUG 5 1977

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

REGION 2 ENGINEER
RECEIVED
JUL 12 1977
RSO ROC RFE ROE

(✓) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

7/19/77

To Adrian Olson
Front Street System Project
Salem
Marion County

7-13-77 ✓ cc RAKUEHN – NOTE + RETURN TO REGION OFFICE

Agency Robert Burco, Director
Transportation

By A Olson

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS # 7707 2 230	Page One

02 12] APPLICANT [45: Mid Willamette Valley Council of Govt's. — 46] DIVISION [79: Regional-Urban Area Planning

03 12] APPLICANT ADDRESS STREET [45: 220 High Street N.E. — 46] CITY [60: Salem — 76] ZIP [80: 97301

04 12] CONTACT PERSON [45: Bruce Phelps — 46] AREA CODE [48: 503 — 49] PHONE [55: 588-6177 — 56] EXTENSION [59: --

01 12] PROJECT TITLE: Amendment to SATS Transportation Improvement Program: Front Street System Project [71

11 12] PROJECT LOCATION—CITY: Salem — PROJECT LOCATION—COUNTY: Marion — PROJECT LOCATION: SEC: T: R: [79

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 This project will involve the removal of railroad tracks on Front and Trade Streets,
06 12] the widening of Front Street to between 5 and 7 lanes, the widening of the North [71
07 12] Liberty-Commercial Couplet to a total of 6 lanes, and the provision of a total of [71
08 12] six lanes on Trade and Ferry Streets. Federal funds have been allocated by the [71
09 12] Metropolitan Planning Organization (SATS) for the preparation of an environmental [71
10 12] impact statement. [71

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	48,160	3,920	3,920		56,000

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45: Funds are derived from Federal Aid Urban System allocation to Salem area — 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 12] FEDERAL PROGRAM TITLE [71: Highway Research Planning and Construction (20.205)

15 12] FEDERAL AGENCY NAME [45: Department of Transportation — 46] FEDERAL SUB-AGENCY NAME [79: Federal Highway Administration

17 **(A) TYPE OF APPLICANT:** (Check (×) the single most applicable box)

STATE ☐ 12 — INTER-STATE ☐ 13 — COUNTY ☐ 14 — CITY ☐ 15 — SCHOOL DISTRICT ☐ 16 — SPECIAL DISTRICT ☐ 17 — COMMUNITY ACTION ☐ 18 — SPONSORED ORGANIZATION ☐ 19 — OTHER ☒ 20

(B) TYPE OF ACTION: (Check (×) as many boxes as apply to this action)

NEW GRANT ☒ 21 — CONT. GRANT ☐ 22 — SUPPL'T GRANT ☐ 23 — INCREASE DURATION ☐ 24 — DECREASE DURATION ☐ 25 — CANCELLATION ☐ 26 — INCREASE DOLLARS ☐ 27 — DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: 5 July 1977

(D) REVIEW REQUIRED by A-95: Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT: Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED: Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: August — 43] DAY [44: 15 — 45] YEAR [46: 1977

(The need for an A-95 review was only recently recognized.)

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205

V. Has funding agency been notified? No ☐ Yes ☒ Date: June 24, 1977

VI. If project includes state funds (12C), identify agency

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

July 6, 1977

Salem, OR 97310

FROM: Gary A. Potter, Manager
Environmental Section

ORIGINAL SIGNED BY
GARY A. POTTER

TO: D. H. Moehring
Program Management Engineer

SUBJECT: Revision of Project Assessment
Division St. - Trade St.
Front Street (FAUS 1705)
Salem, Oregon

Attached is an environmental assessment containing recommended EIS work for the Environmental Section on the subject project.

The subject project termini have been changed in recognition of the interdependence of two additional projects or units: N. Commercial-Liberty Couplet; and the Pringle Creek Parkway Improvements. The project has been renamed the Hickory Street - Pringle Creek Parkway (Church St. Intersection) Section.

GAP:GR:cjh

cc: E. S. Hunter
John Sheldrake
Eddie Welsh

REC'D
STATE HWY [illegible]
JUL 7 '77
REFER TO
103

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, OR 97310
July 1, 1977

FILE:

NOTED
H. S. COULTER

FROM: L. E. George
Traffic Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: State Street Alternatives

The attached memorandum from Dick Van Dyke discussing alternatives for State Street in downtown Salem is the same proposal that has been under consideration since 1975. We reviewed the project at that time, and a copy of the report sent to Fred Klaboe on March 24, 1975, discussing the proposals is attached for your information. Except for increases in the traffic volumes, the information in the report is still pertinent.

At the City Council meeting held on June 20, 1977, two downtown advisory boards expressed their opposition to the project. Other citizens' groups have also been opposed to it because of the affect reversing the traffic flow on the streets will have on the business establishments in the area. For these reasons, it is recommended that the Highway Division not endorse this proposal.

L. E. George
Traffic Engineer

SRW:vhl
Attachments

RECEIVED
STATE HWY ENGR
JUL 5 '77
REFER TO
FOR
Info. Inves. R.D. D.R. Sign Act File

June 1977

STATE STREET ALTERNATIVES

The CSDP Plan adopted in 1970 proposed improving Front Street to greatly reduce traffic on Liberty and Commercial Streets in the C.B.D. It included the Pringle Creek Parkway, revising Trade Street to one-way eastbound, and reversing Ferry Street. This created a need for a "transition" street in the formerly alternating one-way grid. The consultant recommended State Street to become the 2-way, 4-lane transition street.

CONCERNS

A number of businessmen and staff people became concerned with a 2-way State Street:

A. Traffic capacity would be severely reduced on State Street:

  1. Progression through six signals is impossible with 2-way traffic (like 12th Street).

  2. The many left turns would choke capacity to one through lane each way. But the right turns would be delayed by pedestrians in crosswalks and thus plug even the through vehicles behind them.

  3. The reduced capacity on State would also affect the capacity of Front Street at State Street and force people onto other C.B.D. streets.

B. Changes some business acess orientation (i.e., Western Security Bank drive-in).

C. Front Street must be attractive to the motorists or they'll not forego Commercial and Liberty Streets. We've been worried about capacity and progression through the signalized intersections--too many, or in the wrong place, destroys progression and thus capacity.

In early 1975 a staff proposal to reverse State and Court Streets and to make Chemeketa 2-way was introduced. Numerous and lengthy discussions followed until the fall when Council placed the decision in abeyance pending further development of the downtown plans and their relationship to State Street.

The basic decisions on the downtown are made (Block 23, parking structures, etc.). Front Street is rapidly approaching final design. State and Court traffic direction will be part of the final design.

New study elements have been added, old studies updated. Principle emphasis was placed on Front Street design, effects on downtown businesses, air quality, traffic flow throughout the greater C.B.D. and the bus transfer location.

The street pattern alternatives considered were:

1) No change - (leaves Ferry & State Streets with traffic flowing the same direction one block apart).

2) Change State to 2-way as in the C.S.D.P. plan.

3) Reverse State and Court between Front and 13th; restore Chemeketa to 2-way between Front and 14th (State-Court Couplet).

CONCLUSIONS

Front Street - Signal progression and capacities on Front; access to and from C.B.D. will be best with the State - Court Couplet.

Downtown Businesses

Congestion and increasing traffic is identified as a problem. The Pringle Creek Parkway has already set the pattern. We found the directional flow has no significant effect on any business (except Western Security Bank's drive-in facility), but directional flow can seriously affect congestion and thus customers desire and ability to use the C.B.D.

Air Quality

Any of the alternatives are acceptable.

Traffic Flow

There is a strong demand for east - west travel in the State Street corridor. Chemeketa is the least needed street for travel. The State-Court Couplet provides the best flow throughout the area, including the Capitol Mall. The State-Court Couplet does not significantly increase traffic on Court Street nor cause additional problems for pedestrians crossing Court Street in the retail center or Capitol Mall area.

Transit Transfer Site - The present site will work until:

1) The service has more than a minor expansion (nearly certain if energy is to be conserved and C.B.D. growth without increased employee parking) or:

2) The street pattern is changed.

3) The Chemeketa, High to Church, appears to provide the best service with the least damage.

Parking Structures

The south parking structure will not be affected. The north structure may gain accessability with a two-way Chemeketa.

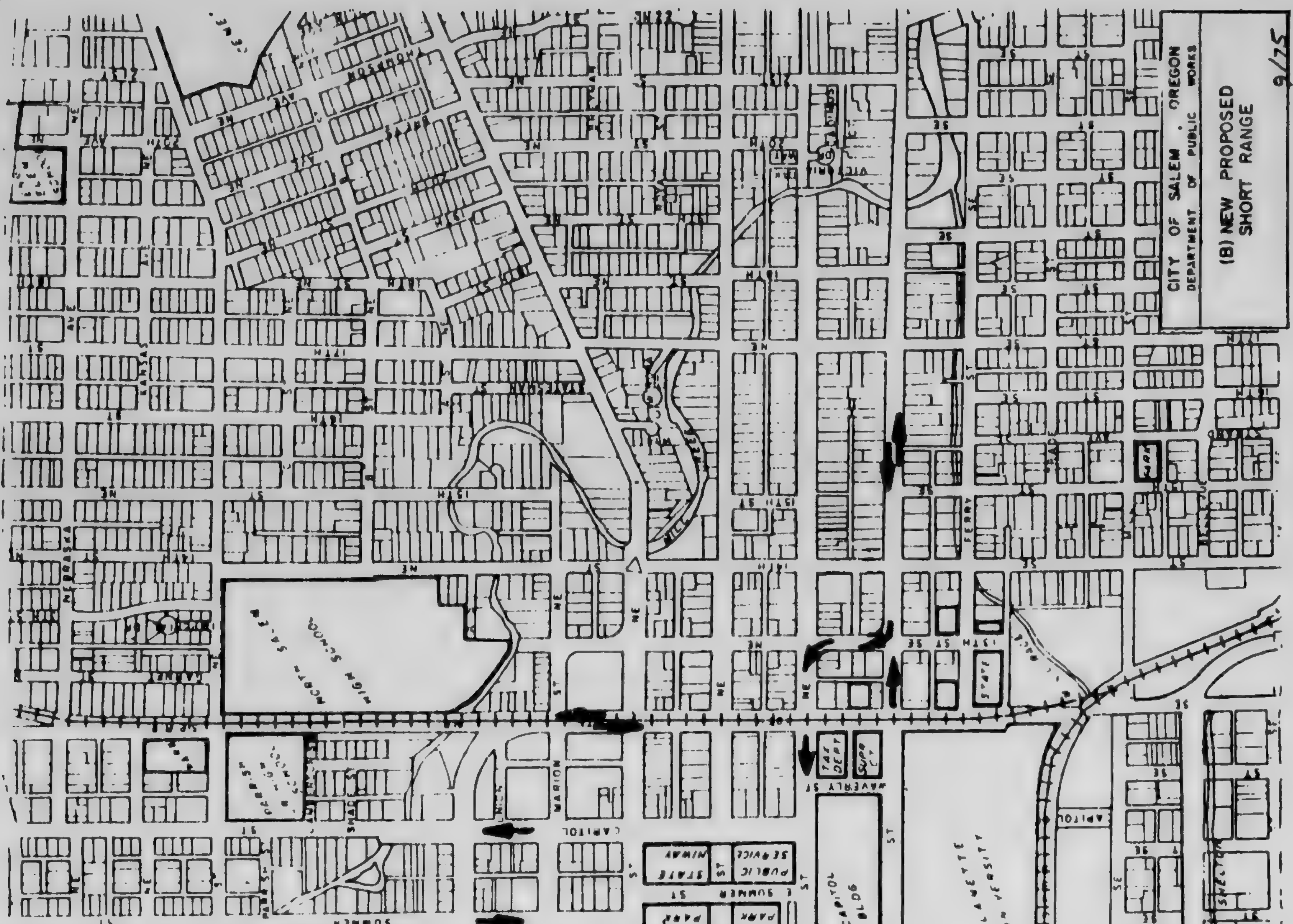
Summary Conclusion

In the overall benefit to downtown and to the community:

1) State-Court Couplet (State & Court Streets reversal and Chemeketa made 2-way west of 13th) is most beneficial.

2) The existing street pattern next.

3) A 2-way State Street would be quite detrimental.



CITY OF SALEM, OREGON
DEPARTMENT OF PUBLIC WORKS

(B) NEW PROPOSED
SHORT RANGE

9/25

NORTH SALEM HIGH SCHOOL
CAPITOL BLDG
WILLAMETTE UNIVERSITY
WILSON PARK
STATE LIBRARY
STATE PUBLIC SERVICE BLDG
PARK
TAX DEPT
U.S. POST OFFICE
MARION COUNTY COURT HOUSE
CIVIC CENTER
PRINGLE PARK
CAPITOL
SUMMER
WINTER
CHEMEKETA
CENTER
COURT
STATE ST
CHURCH
HIGH
LIBERTY
COMMERCIAL
MARION
UNION
DIVISION
FERRY
CAPITOL
NEBRASKA
14TH ST
WAVERLY ST
COTTAGE

MEMORANDUM

TO: Doug Van Dyke, Traffic Administrator

FOLLOW-UP DATE:

FROM: Lew Garrison, Assistant Traffic Engineer

DATE: June 9, 1977

SUBJECT: Front Street Design vs. State Street

The main question to be resolved is:

> Since Front Street will function well only if the whole downtown street system functions well, which plan is best?
>
> a) As is.
>
> b) Two-way State Street.
>
> c) State-Court reversal, Chemeketa two-way.

Other pertinent data, such as the relationship to the proposed transit transfer site, is included.

For all plans suggested for the Central Business District, there are certain conditions each will have in common or conditions which could exist with each plan without seriously disrupting traffic flow:

1) North-south one-way couplets will remain.

2) High Street - Church Street couplet will be the major north-south couplet (assumes Church Street diagonal connection north of Union Street to High Street).

3) Front Street ramps and Front Street will divert a large volume of traffic from the Liberty - Commercial couplet.

4) The east-west one-way couplets of Marion - Center Street and Ferry - Trade Street will remain as is.

5) Progression should be maintained on major couplets Center - Marion, Ferry - Trade, Church - High, and Liberty - Commercial south of Ferry Street, and on Front Street.

6) Chemeketa Street is the lowest volume street in the Central Business District.

7) Chemeketa Street could be made a two-way street without serious problems (assumes limited progression).

8) Southbound Center Street to Front Street off ramp traffic will be unable to enter the Central Business District other than via Trade Street during peak traffic hours.

9) Southbound Front Street traffic originating north of Center Street southbound ramp will be able to enter the C.B.D. at selected intersections via left turn refuges.

10) Court Street will be the major pedestrian and vehicle entrance to the area west of Front Street. A pedestrian crossing is proposed to be attached to the Center Street Bridge.

As Is:

1) Does not disrupt present street system - parking, etc. will remain basicly as is.

2) Progression remains on north - south Liberty - Commercial couplet and on east - west Marion - Center couplet.

3) Allows access from Front Street to C.B.D. via Division, Court, and Trade Streets.

4) Court Street east of Front Street is not readily accessible from the C.B.D. (will cause Front Street at Court Street to be used more for left turns south to west.)

5) Progression - Ferry - Trade couplet and High Street southbound at Ferry Street have no progression. If progression were changed to Ferry - Trade couplet, we would have progression problems on Commercial Street southbound and High Street southbound.

6) Two one-way streets in same direction - causes circulation as well as operational problems.

If Chemeketa were two-way (transit mall) with this plan:

1) A two-way street could become more confusing since two streets are already one-way in the same direction. We would have starting from the south at Trade Street, eastbound, westbound, westbound, eastbound, two-way, eastbound, westbound.

2) Chemeketa Street would have no progression westbound.

3) Allows access from Front Street via Chemeketa.

Two-way State Street:

1) Progression problems on State Street, Ferry - Trade couplet and High Street southbound at Ferry Street. If progression were changed to Ferry - Trade, we would have progression problems on Commercial Street southbound, High Street southbound and on State Street.

2) Reduces some out of direction travel.

3) Access problems to certain commercial businesses.

4) Left turn problems from north - south streets onto State Street.

5) Allows access from Front Street to C.B.D. via Division, Court, State, and Trade Street.

If Chemeketa were two-way (transit terminal site) with this plan:

1) Two two-way streets in a one-way grid system would be more confusing. We would have starting from the south at Trade Street - eastbound, westbound, two-way, eastbound, two-way, eastbound, westbound.

2) Chemeketa would have limited progression similar to State Street.

3) Allows access from Front Street via Chemeketa Street.

State - Court Reversal, Chemeketa Two-way:

1) Progression problems on Chemeketa, Church Street northbound at Center, Liberty Street northbound at Center (assumes progression switched from Liberty - Commercial couplet to Ferry - Trade couplet).

2) Reduces out of direction travel around each block.

3) Access problems to certain commercial businesses.

4) Left turn problems at Chemeketa Street.

5) Allows access from Front Street to C.B.D. via Division, Chemeketa, State and Trade Street.

6) Helps capacity at 12th and State, 12th and Court.

7) Reduces traffic and congestion on State west of 12th.

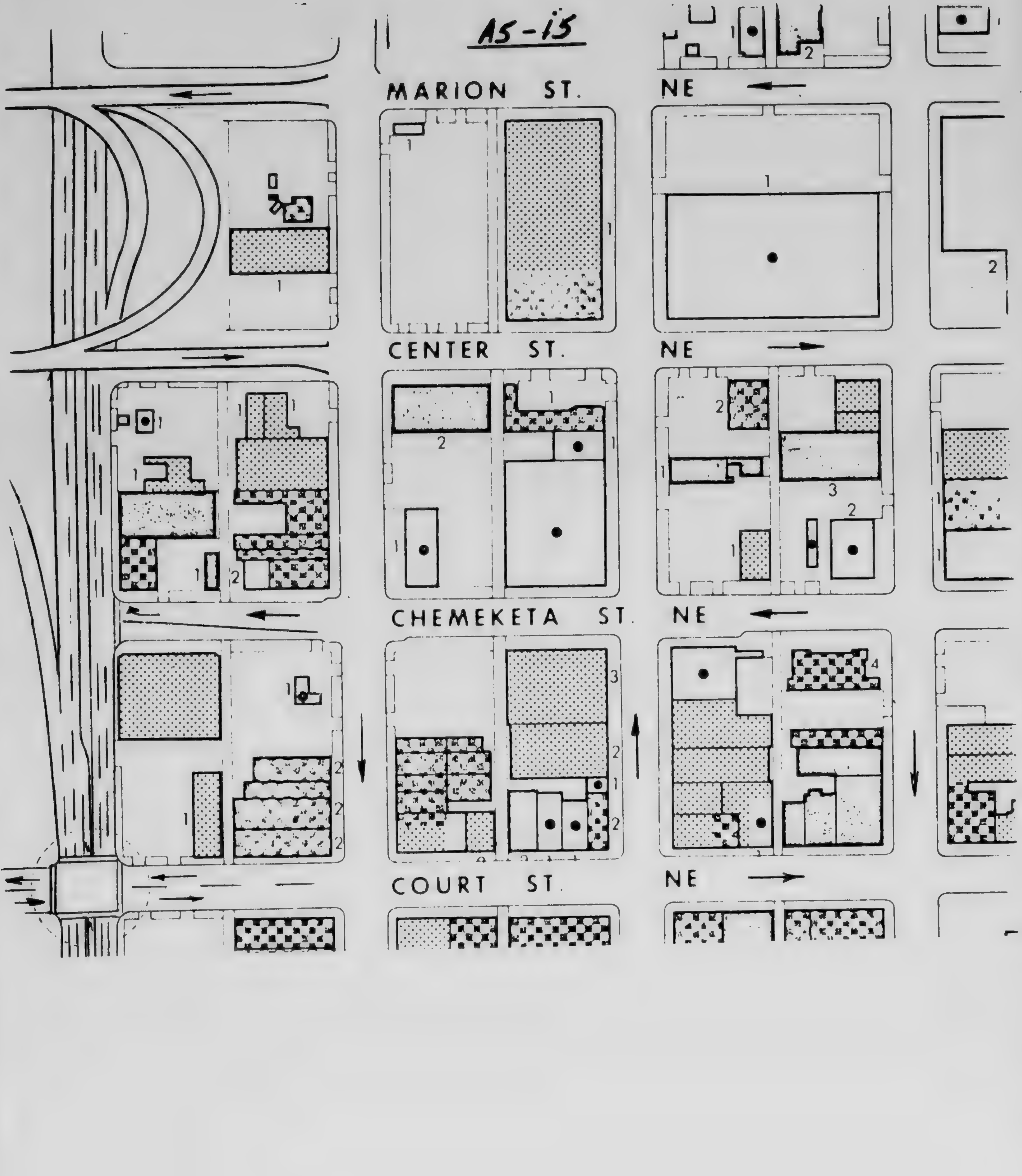
8) Improves a major east - west route serving East Salem.

The Chemeketa Street transfer site would work best with this plan:

Starting from the south at Trade Street, we would have eastbound, westbound, eastbound, westbound, two-way, eastbound, westbound.

The transfer site would not affect this plan.

A5-15


MARION ST. NE
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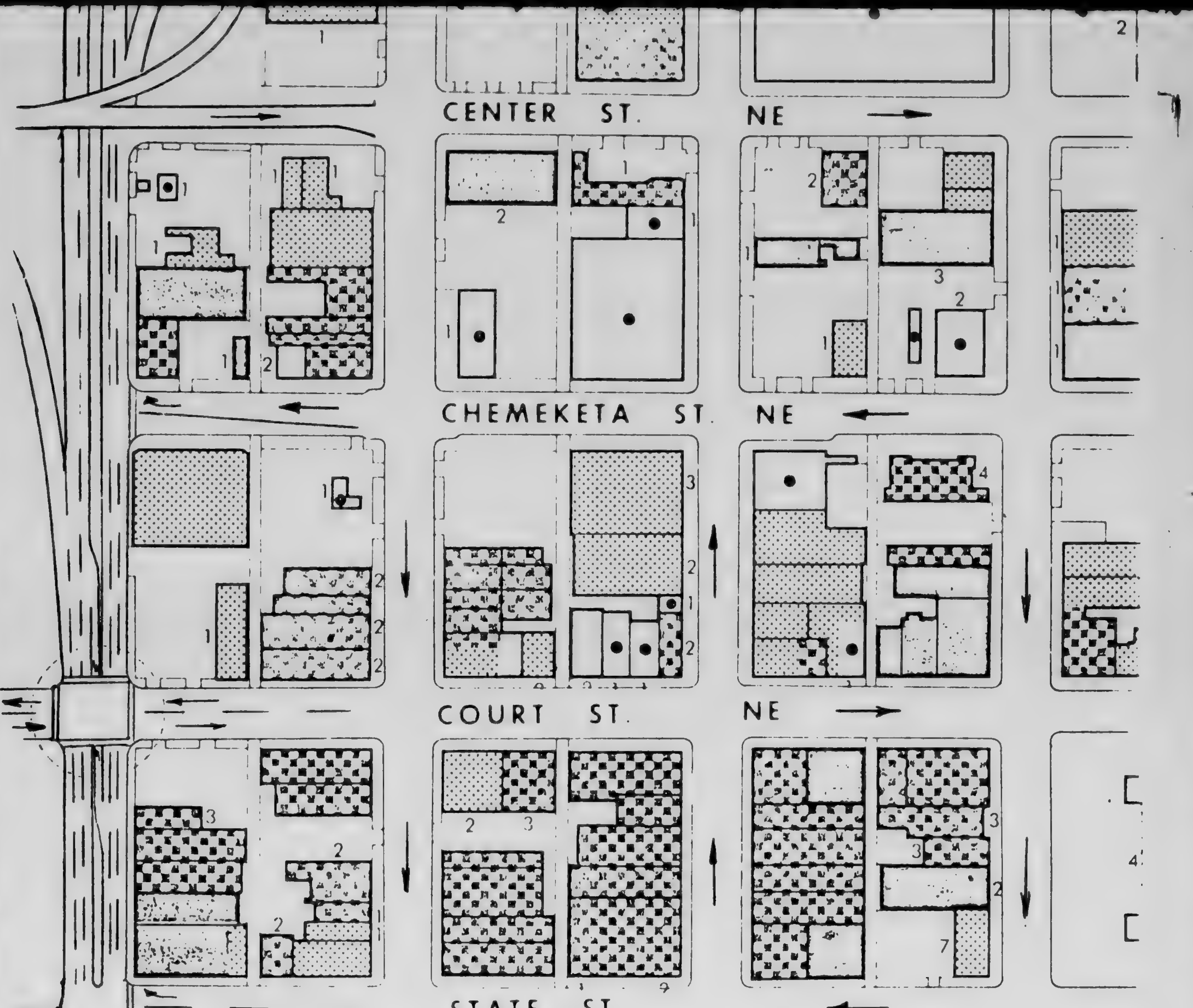
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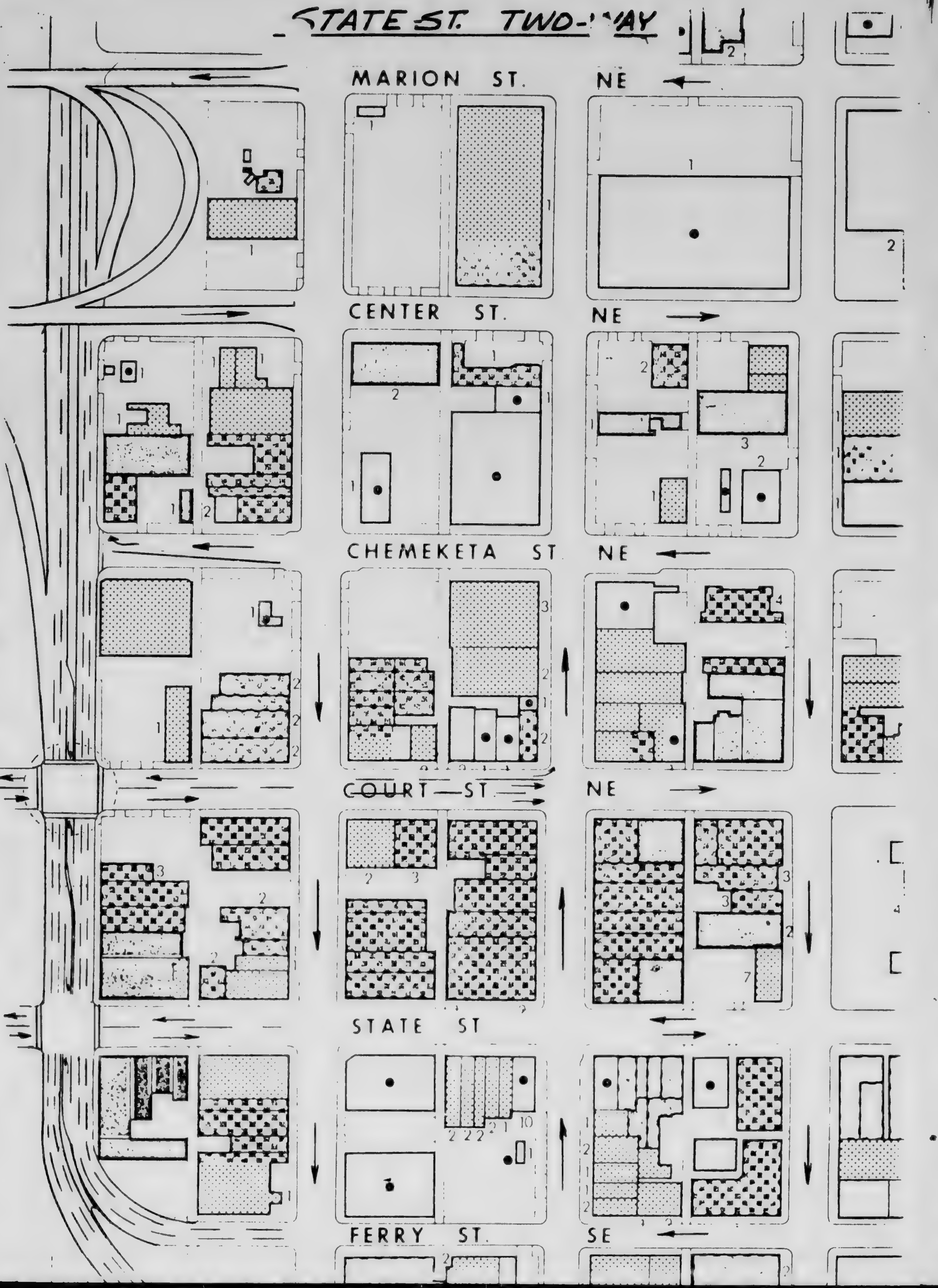
TRADE ST. SE

STATE ST. TWO-WAY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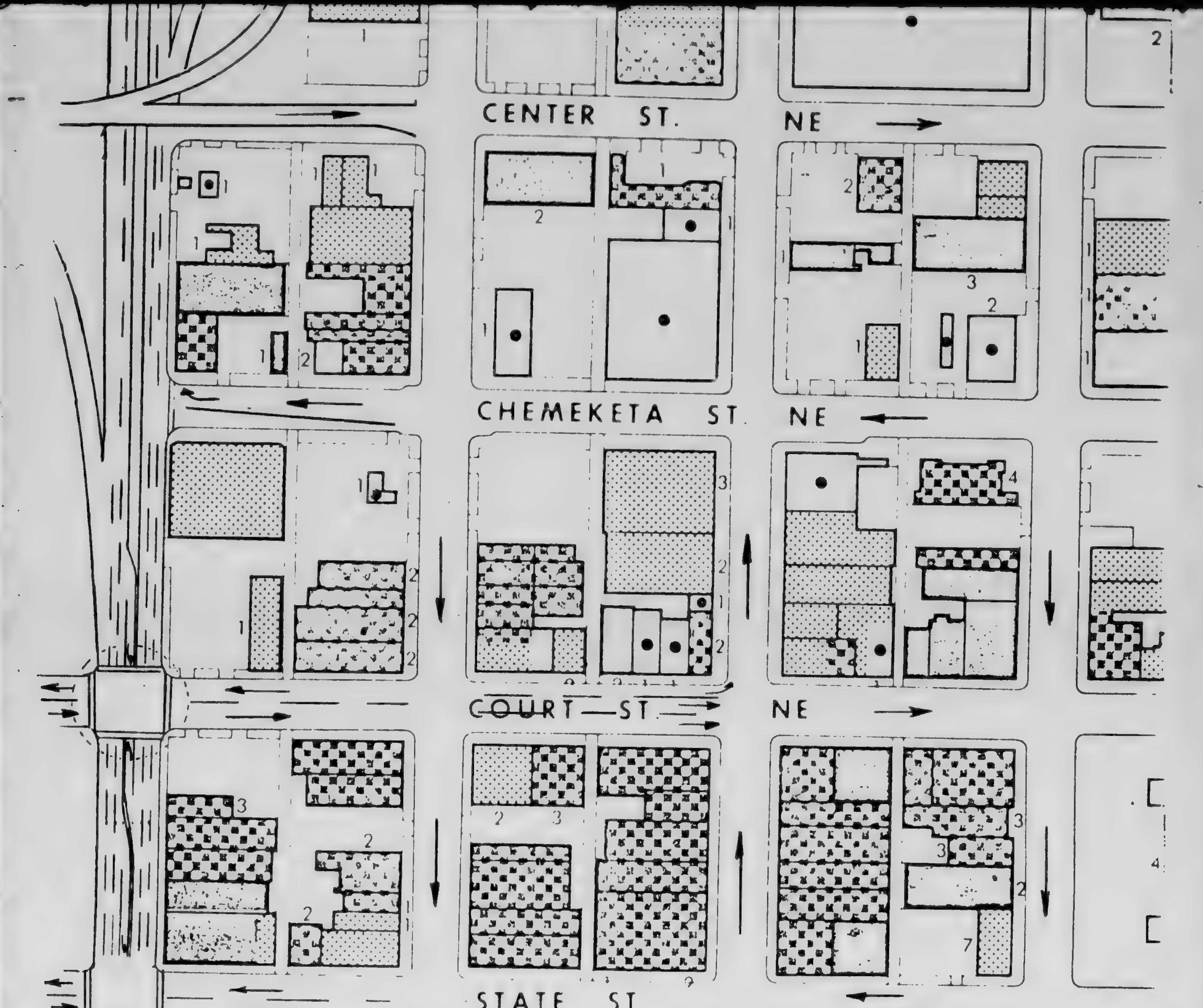
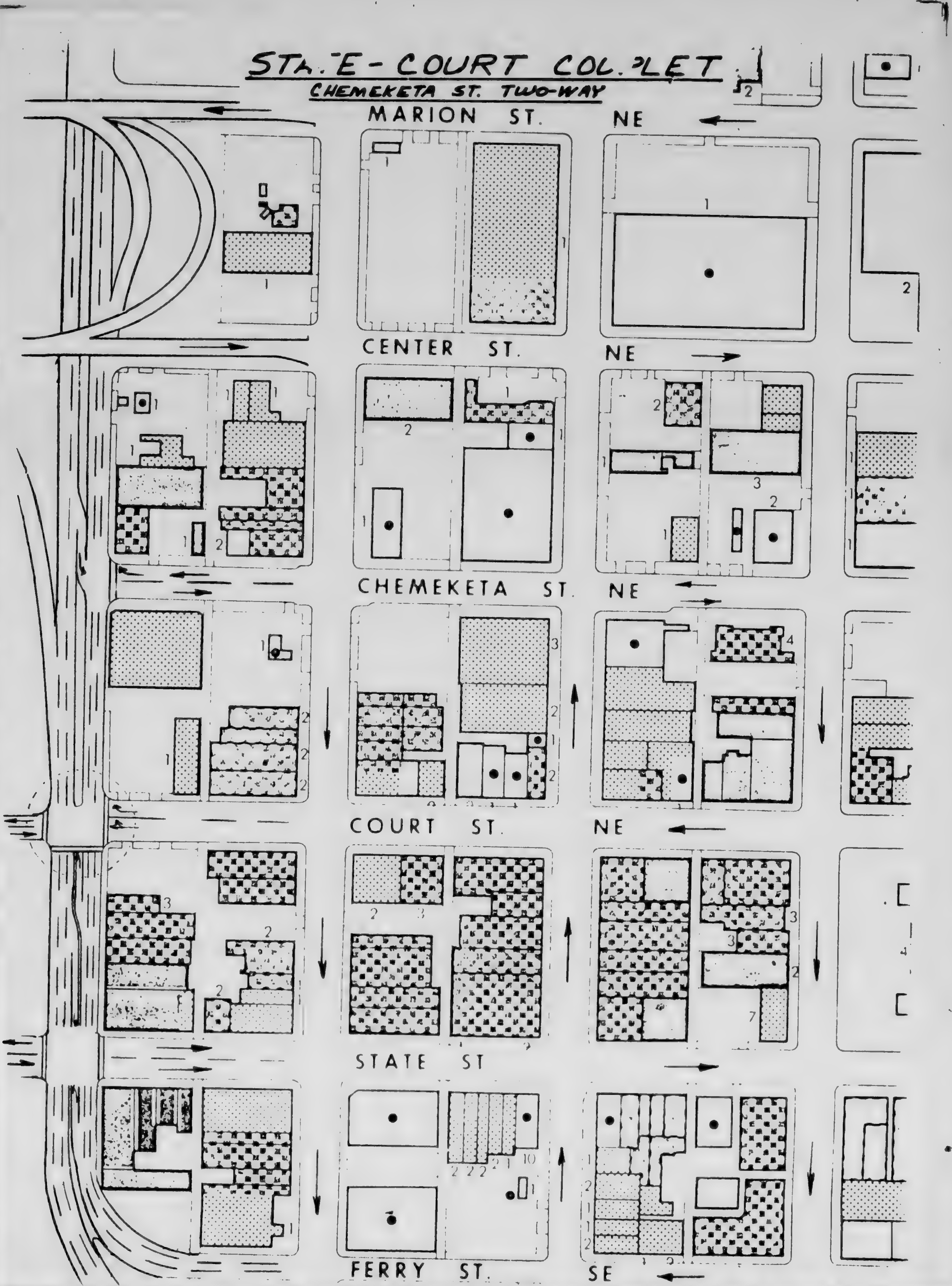
STATE ST
FERRY ST. SE



CENTER ST. NE
CHEMEKETA ST. NE
COURT ST. NE
STATE ST
FERRY ST. SE
TRADE ST. SE

STATE-COURT COUPLET

CHEMEKETA ST. TWO-WAY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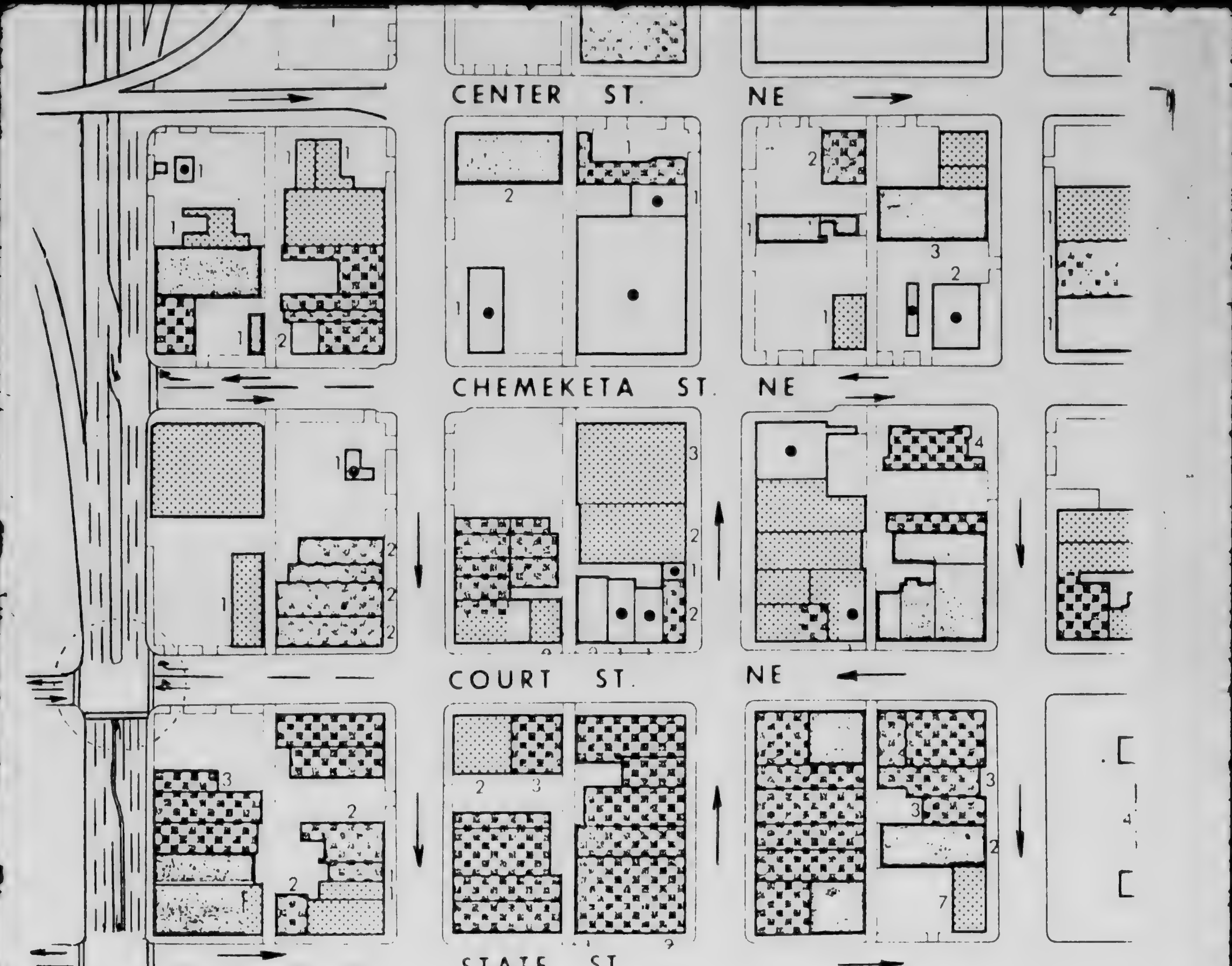
CENTER ST. NE
CHEMEKETA ST. NE
COURT ST. NE
STATE ST
FERRY ST. SE


CENTER ST. NE
CHEMEKETA ST. NE
COURT ST. NE
STATE ST
FERRY ST. SE
TRADE ST. SE

July 30, 1975

TO: SATS COORDINATING COMMITTEE

FROM: Bud George, Chairman, SATS-TAC Subcommittee,
by: Doug Van Dyke

SUBJECT: CSDP Revisions

SUMMARY OF SITUATION

This SATS-TAC Subcommittee was formed to consider proposed traffic flow revisions in the Salem CSDP. Of special concern was consideration of: 1) the CSDP Plan to make State Street two-way, 2) the city's proposal to reverse State and Court Streets and make Chemeketa two-way, 3) reverting Trade to two-way including reversing Ferry to it's original eastward direction, 4) leave the traffic patterns as they are now.

BACKGROUND INFORMATION

The CSDP Plan adopted in 1970 proposed improving Front Street and greatly reducing traffic on Liberty and Commercial Streets in the CBD. It included the Pringle Creek Parkway, which revised Trade Street to one-way eastbound and reversed Ferry Street. This created a need for a two-way "transition" street in the formerly alternating one-way grid. State Street was to become this four lane transition street.

A number of business and staff people became concerned with a two-way State Street, because it would severely reduce traffic capacity. In seeking alternatives, the city proposed reversing State to a one-way eastbound direction between Front and 14th, reversing Court making it one-way westbound between 14th and Front and using Chemeketa Street as the two-way transition street because of it's much lower traffic demand.

Following a number of presentations on the proposal to various groups, other alternatives were suggested. Namely "leave it alone" and restoration of a two-way Trade Street.

Because of the effects on other planning and design work in the area, such as Front Street Bypass, riverfront development, downtown development and the Capitol Mall, a prompt decision was needed. SATS-TAC appointed a subcommittee of L. E. George, OSHD Traffic Engineer, Chairman; B. T. Van Wormer, City; Jack Sullivan, ODOT; Cliff Curry (replaces Ted Schneider), Community Development; and Doug Van Dyke, City Traffic Engineer. Using traffic projections and capacity restraints and data available from other related studies, the subcommittee reached the following conclusions:

- All four alternatives have some beneficial and some undesirable features. The conclusions are then based upon the comparative degree of benefit.
- Unanimously agreed that the alternatives to create a two-way State Street or to revert to a two-way Trade Street would be the less beneficial alternatives and were thus removed from further consideration.

* The choice between the "existing" option and the State-Court-Chemeketa revisions was principally a concern as to whether the benefits warranted the cost (prelim. est. $250,000). The majority of the committee felt that despite certain unknowns (such as when the Summer-Capitol couplet might be replaced by the 12th Street Extension-Capitol Couplet) the State-Court-Chemeketa revisions would create better traffic flow for the greater CBD area.

CONCLUSION

Based upon the information now available and recognizing an immediate need for a decision so others can plan, the subcommittee recommends to the Coordinating Committee and to TAC that the State-Court-Chemeketa revisions would provide the greater benefit and should be selected as the first choice. The subcommittee recognizes that even with this "best" choice, there are still areas of concern that will require special attention, such as the effect on the residential area east of 14th, the traffic restraints in the 12th Street area, State Transportation Commission approval of the Highway 22 re-routing along two blocks of Court and one block of 14th, effects on the Capitol Mall, etc.

MINORITY REPORT

Subcommittee Chairman George asked that this report state he was not ready to make a recommendation to SATS or to the Transportation Commission. He would like the full SATS-TAC to examine the alternatives.

SATS-TAC adopted 8/20/75

FORM E-30

File Salem

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OR 97310

NOTED
R.D. TRYGSTAD

DATE March 24, 1975

TO F. B. Klaboe
Administrator & State Highway Engineer

L E George

FROM L. E. George
Traffic Engineer

RECEIVED
STATE HWY ENGR
MAR 25 '75
REFER TO
Schroeder
FOR
Info Inves R/D D/R Sign Act File

SUBJECT Proposed Traffic Pattern
City of Salem

3-26-75

Pl discuss with City

Several weeks ago, you requested that this office analyze the City of Salem's proposal involving the reversal of traffic flow on State and Court Streets and the establishment of a State-Court couplet. Attached are sketches indicating existing traffic flow as it is today and traffic flow as it would be if the State-Court couplet and traffic reversal were initiated.

The City has suggested the revised operation primarily because of the newly opened Ferry-Trade couplet and the fact that Ferry and Trade Streets run the same direction for several blocks. It was also indicated by the City that if State Street were to revert to two-way operation as suggested under the Central Salem Development Plan, efficient traffic signal operation would not be possible. These two factors are their basic reason for suggesting the implementation of a reversed State-Court couplet.

NOTED
VERNON L. TABERY

A detailed analysis of projected traffic volumes on the various streets under the new operation as well as turning movements that will occur at various intersections in the Capitol Mall and the 12th Street area, disclose that major problems will be created by the institution of the City's proposal. This is particularly true if the City initiates two-way operation on Chemeketa Street.

Under the City's immediate short-range proposal, it will be necessary to reconstruct the turning radius on 14th and State and also at Court and 14th. Two turning lanes will be required to move all westbound traffic from State Street over to Court Street. Under the additional long-range plan of extending the couplet out to 17th, the turning lane requirements would also be necessary. The following items will be necessary as a result

NOTED
F. B. KLABOE

of redistributed traffic at various locations:

1) A new traffic signal will be required at Chemeketa and Cottage Streets;

2) A new traffic signal will be required at Chemeketa and Capitol Streets;

3) A pedestrian actuated signal will be required at the intersection of Court and E. Summer Streets;

4) An extensive revision of the signal at 12th and Court will be necessary to care for the large turning movements expected. This signal will have to be converted to three-phase operation of the type currently existing at 12th and State. While these two signals could be interconnected, they could not be interconnected into the remainder of the City's system because of the different cycle length. This would result in added traffic congestion and delay at several intersections in the immediate area.

5) Projected volumes make it desirable to have two lanes on the west approach of Chemeketa to 12th Street. In order to do this, the existing angle parking would have to be eliminated.

6) Reversing the traffic flow direction of Court Street and State Street will result in signal progression problems for all north to south streets. Assuming that signal progression remains as is on Liberty and Commercial Streets, then the obtainable signal progression under an eastbound flow on State Street would be no better than it presently is for westbound traffic on State Street.

7) Even though State Street would be operating as a one-way facility, eastbound and would have additional storage lanes available, it is not anticipated that much adjustment in signal timing would be possible at least to the degree that traffic flow would improve through the intersection of State and 12th Streets.

8) If and when Chemeketa Street does become two-way in addition to the previously mentioned need for traffic signals, the street would experience some severe congestion problems particularly in the Capitol Mall area.

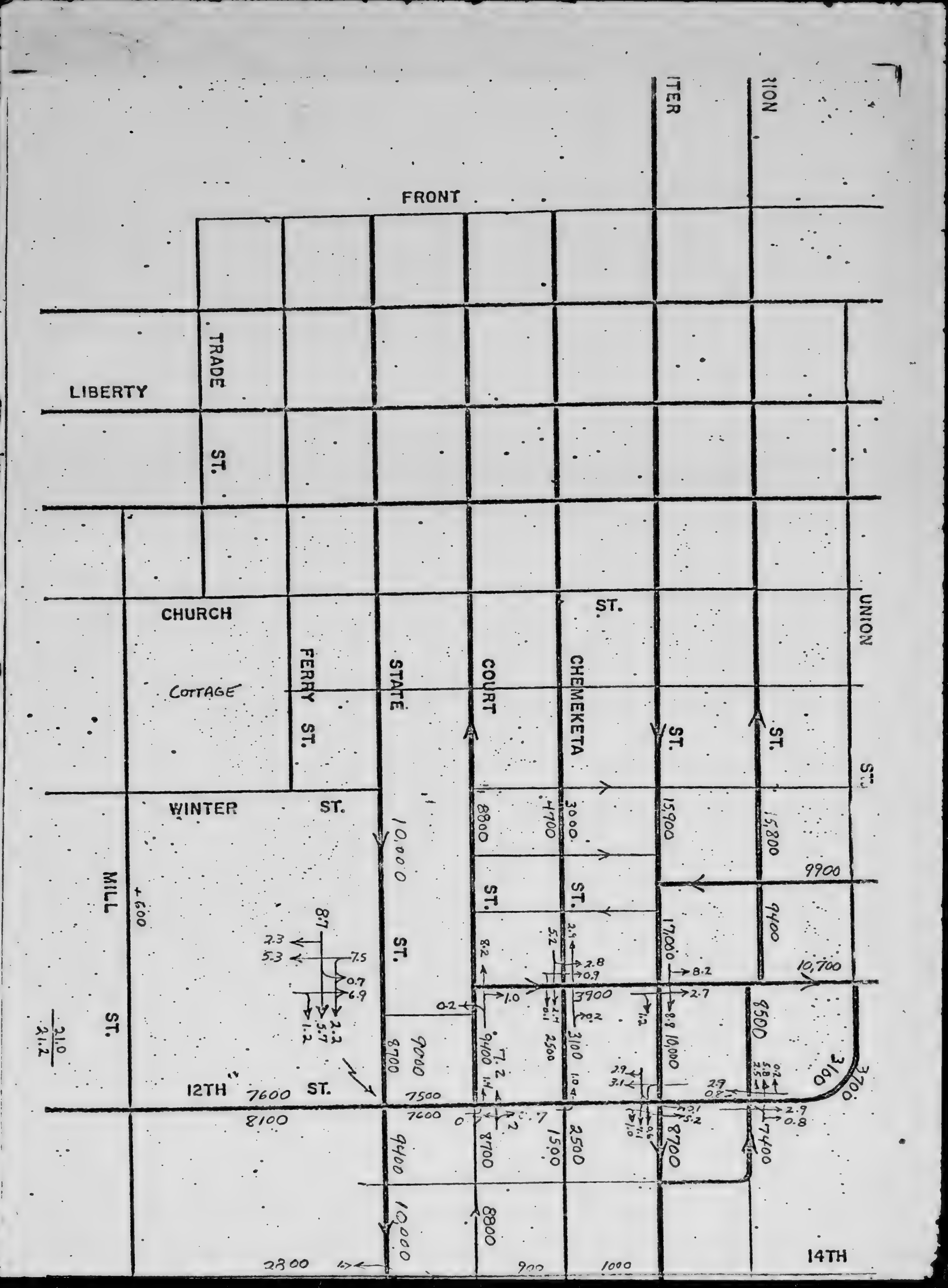
9) Almost all traffic control devices in the Central Business District would require major revision.

The estimated cost of implementing the necessary traffic controls and revising existing controls that would be required for the City's proposal, inclusive of such items as parking meter relocation, etc., and also inclusive of the construction necessary at the two 14th Street intersections is $250,000. This office has been contacted by several groups of downtown businessmen. These discussions revealed that serious objections to any revisions in the existing traffic flow pattern would be present. A considerable expenditure of funds would be required to revise existing advertising signs and to revise drive-in banking facilities. It is the recommendation of this office that the traffic pattern remain as it presently exists and that no further revisions be made.

In so far as this office can determine, very insignificant benefits would result from the implementation of reverse traffic flow on Court and State Streets and the establishment of a Court-State couplet. It is recommended that in lieu of the City's proposed plan, State Street remain one-way westbound from Church Street through to Front Street as it currently exists. It is also recommended that Chemeketa Street remain one-way westbound and that two-way operation not be considered. It is difficult to justify such a large expenditure of funds when resulting benefits are so minor in nature.

LEG:pb

cc: R. L. Schroeder
C. O. Fredrickson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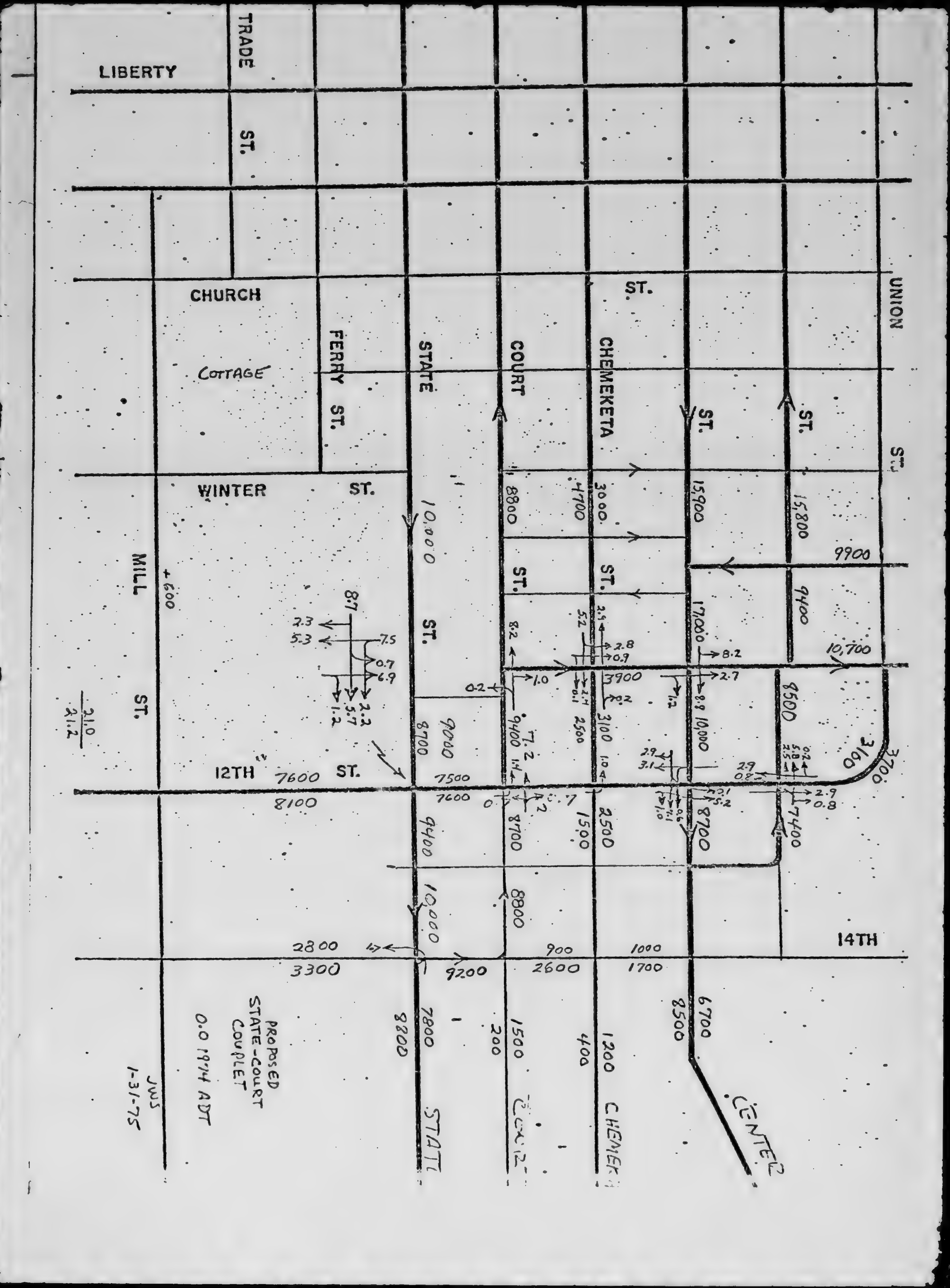
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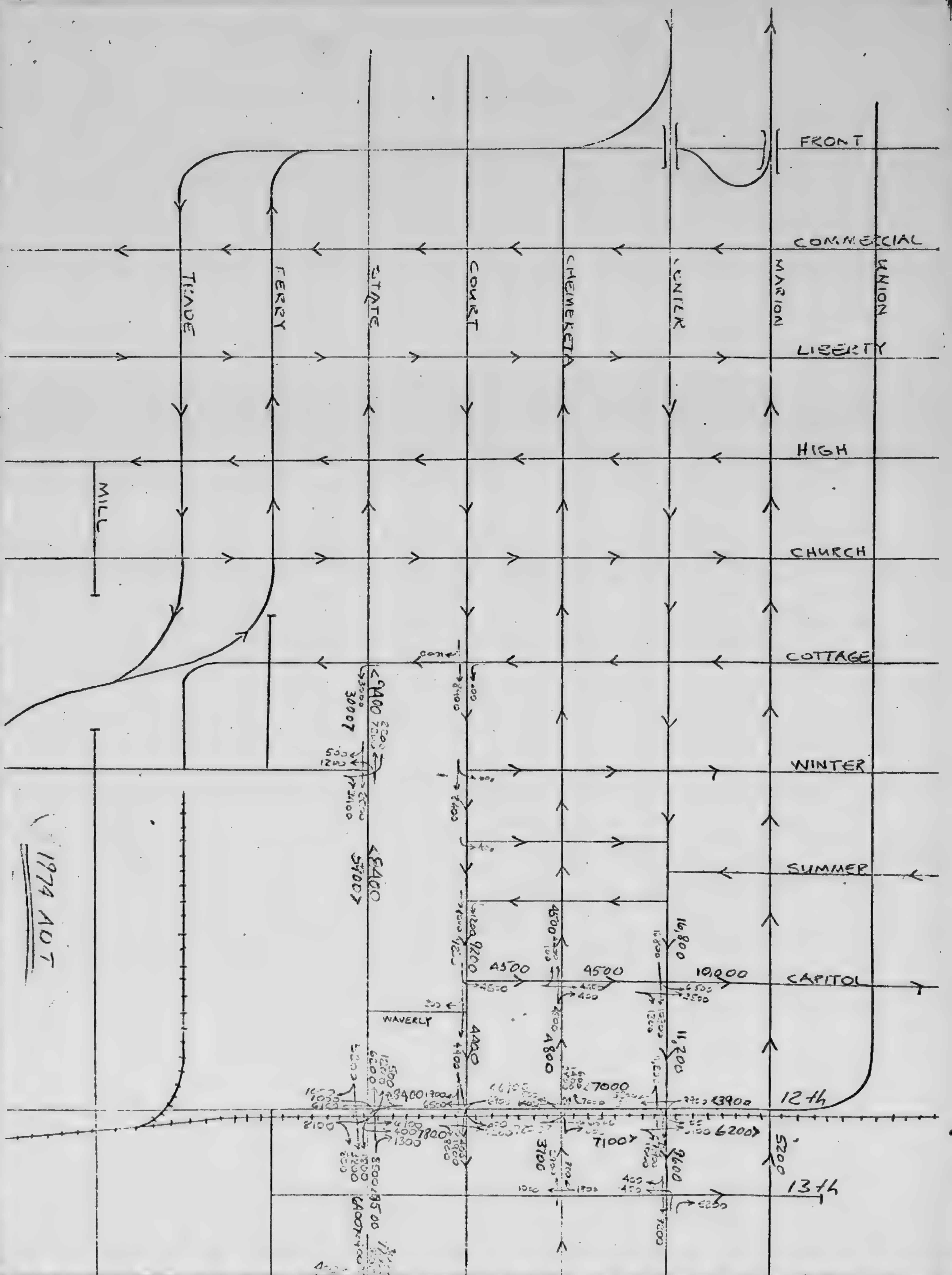
1-31-75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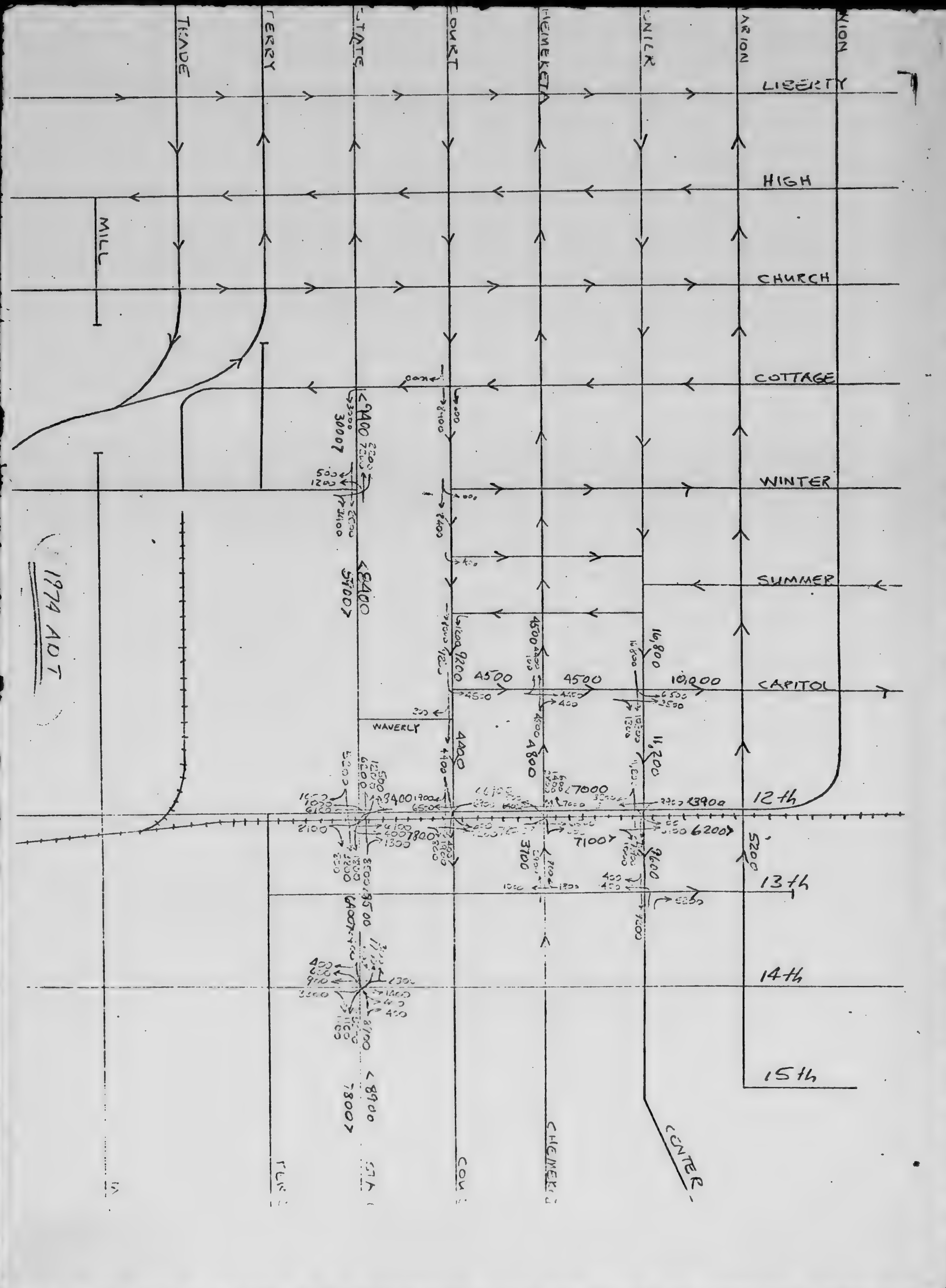
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June 15, 1977

Oregon State Department of Transportation
Highway Building
Salem, Oregon 97310

Gentlemen:

Attached is a copy of City of Salem Resolution #77-157, which approves an agreement with the State Department of Transportation, relative to the Front Street NE Bypass Project.

This resolution was adopted by the City Council at their meeting of June 13, 1977.

Very truly yours,

Betty J. Marsh

Betty J. Marsh
City Recorder

1 Attachment

cc: City Traffic Engineer

L9/4

6/20/77
orig to Maxine Holmes

STATE HW

RESOLUTION NO. 77 1[illegible]

BE IT RESOLVED BY THE COMMON COUNCIL OF THE CITY OF SALEM, OREGON:

THAT the Preliminary Engineering Agreement - Urban System Project" [illegible] the Department of Transportation relative to the Front Street Bypass [illegible] is hereby approved and the Mayor and Recorder are authorized and directed [illegible] behalf of the City of Salem to execute said agreement.

[illegible] 19th day of [illegible]

[illegible]

ROBERT W STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

TO ALL INTERESTED PARTIES

FROM George N. Hopkins
Local Government Programs Engineer

SUBJECT Redesignation Agreement
Pacific Highway East, No. 1E(99E)
City of Salem
Misc. Contracts & Agreements No. 5938

Following the distribution of fully-executed copies of subject agreement, it was brought to our attention that certain statements on page 2 are in error and do not agree with the approved draft. These items are:

(1) Page 2, 3.A.1., the new traffic signal should be at Pine and Commercial. The Pine-Liberty intersection is already signalized.

(2) Page 2, 3.A.3., Commercial between Pine and Columbia is extra wide and does not require the removal of all parking.

(3) Page 2, 3.A.3., On Liberty between Market and Pine, the parking that exists along the east side must be removed so that the lanes can be centered in the street.

Please remove and destroy the existing Page 2 from your copy and replace with the attached, corrected version.

2. State shall, at its sole expense, reconstruct the Center Street Bridge to southbound Front Street off-ramp to the final approved alignment and grade as soon as practical following City acquisition of the necessary right-of-way.

3. State shall, at no expense to the City, do any necessary appraisal review and plan approval, required to effect the project and not jeopardize future federal aid participation in construction contracts.

4. State shall, by resolution, formally redesignate the route of Pacific Highway East along portions of Pine, Liberty, Commercial, Front, Trade and Ferry Streets, approximately as shown colored in red on the attached Exhibit A. Said redesignation shall be accomplished at such time as said streets have been improved to standards acceptable for the routing of highway traffic.

THINGS TO BE DONE BY CITY

1. City shall prepare legal descriptions, obtain the necessary right-of-way, provide relocation assistance, demolish existing buildings, and relocate, or cause to be relocated, railroad trackage now occupying the proposed right-of-way.

2. City shall, at its sole expense, relocate or reconstruct, or cause to be relocated or reconstructed, all privately- or publicly-owned utility conduits, lines, poles, mains, pipes and all other facilities of every kind and nature where such relocation or reconstruction is necessary to conform said utilities and facilities to the plans for the project.

3. City shall, at their own expense, prepare all plans, advertise for bids (or use City forces), award all construction contracts, and supervise construction of the following improvements to Pine, Commercial, Liberty and Front Streets and the Ferry-Trade Street Couplet to standards acceptable for the routing of highway traffic:

A. North Commercial-Liberty Couplet

1. Install traffic signal at the intersection of Pine and Commercial Streets.

2. Increase curb radius for the southeast corner of the intersection of Pine and Liberty Streets.

3. Eliminate on-street parking along both sides of Commercial Street between Columbia and Belmont Streets, and Liberty Street between Pine and Market Streets. Restripe both streets for two lanes of traffic centered between existing curbs.

4.

April 13, 1977

City of Salem
City Hall
Salem, OR 97055

Attention: Miss Betty J. Marsh
City Recorder

[illegible]
[illegible]

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering rerouting of the Pacific Highway East through the City.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Don Harwell (agree. att. conf.)

CITY
OF SALEM
OREGON
City Hall/555 Liberty St. S.E.
Zip Code 97301

January 4, 1977

Mr. F. B. Klaboe, Administrator
Oregon State Highway Division
Highway Building
Salem, Oregon
97310

Dear Mr. Klaboe:

Enclosed for your files is a certified copy of City of Salem Resolution No. 77-1, approving an agreement with the State of Oregon relative to redesignation of Highway 99-E.

This resolution was adopted by the City Council on the meeting held January 3, 1977.

Very truly yours,

Betty J. Marsh

Betty J. Marsh
City Recorder

cc: City Traffic Engineer

RECEIVED
STATE HWY ENGR
JAN 6 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
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FOR
Info | Inves | R/D | D/R | Sign | Act | File

CERTIFICATION

STATE OF OREGON)
COUNTY OF MARION) ss
CITY OF SALEM)

I, Betty J. Marsh, hereby certify that I am the duly appointed, qualified and acting Recorder of the City of Salem, Oregon; and

I FURTHER CERTIFY that the attached photocopy of City of Salem Resolution No. 77-1, adopted by the Council January 3, 1977, has been prepared by me, compared with the original and is a true and correct copy of Resolution No. 77-1.

WITNESS my Hand and the Seal of the City of Salem, Oregon this 4th day of January, 1977.

Betty J. Marsh

Betty J. Marsh, City Recorder

RESOLUTION NO. 77 1

WHEREAS, Oregon State Highway Division has presented to the City for execution an agreement pertaining to the redesignation of Highway 99E within the City limits; and

WHEREAS, the director of utilities/public works has filed with the Council a fact sheet recommending the approval; NOW, THEREFORE

BE IT RESOLVED BY THE COMMON COUNCIL OF THE CITY OF SALEM, OREGON:

THAT the "99E Redesignation Agreement" with the State of Oregon, be and through its Department of Transportation, Highway Division, is hereby approved and the Mayor and Recorder are authorized and directed to execute same on behalf of the City of Salem.

ADOPTED by the Common Council this 3rd day of January, 1977.

ATTEST:

/s/ Betty J. Marsh

CITY RECORDER

salem
CITY
OF SALEM,
OREGON

October 22, 1976

Mr. E. S. Hunter, Deputy State Highway Engineer
Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Dear Ed:

Subject: 99E Redesignation
Project Agreement

This is in reply to your letter of October 15, 1976, concerning the subject project.

The City withdraws it's request that Capitol Street be overlayed between Center Street and Madison Street.

We recognize that work on the Commercial-Liberty couplet involves pavement reconstruction as well as an overlay.

The City's comments concerning "changes in driving habits", were aimed primarily towards the usage of Commercial/Liberty and Capitol/Summer Streets north of the CBD. We do anticipate significant traffic pattern changes in the downtown core area. The Front Street Bypass and bridge ramps are intended to entice vehicles away from Commercial and Liberty Streets within the CBD shopping area. The redesignation of 99E within the CBD area is vital to proposed downtown retail improvements.

Please update your May 25, 1976 agreement by deleting Page 6, Item 16, and send us three copies for Council adoption.

Very truly yours,

B. T. Van Wormer, P.E.
Director of Utilities/Public Works

RWL/BTV/rd

RECEIVED
STATE HWY ENGR
OCT 29 '76
REFER TO
FOR

NOTED
E. S. HUNTER

cc Hopkins
Proceed.
11-2-76

October 15, 1976

Mr. B. T. Van Wormer
Director of Utilities/Public Works
City of Salem
555 Liberty Street, S.E.
Salem, OR 97301

Dear Mr. Van Wormer:

99E Redesignation Project Agreement

This is in reply to your September 20 letter concerning the subject project.

A visual inspection has convinced us that Capitol Street is in good condition and adequate to handle present and projected traffic volumes. The same field inspection reveals that the work we are suggesting on the Liberty-Commercial couplet is necessary in order to accommodate highway traffic of whatever volume. We also find that the section of Pine Street between Portland Road and Brooks Avenue is badly broken, but we are not asking the City to repair this section. This could be considered an even exchange on Capitol Street. Please remember that the work we are suggesting on the couplet is not a simple overlay, but in some areas is a reconstruction of portions of the roadway.

Your letter also states that redesignation will not change the driving habits of most drivers. Originally, the City felt that it was vitally necessary to divert traffic from the downtown area. I would like to point out that the re-routing of 99E in the manner proposed in this agreement provides the traveling public a less desirable route through the city of Salem than presently exists. The present route has no railroad grade crossings while the proposed route has two crossings. The existing route connects directly to Highway 22 without travel over adjacent city streets. The new route does not provide a direct connection.

If your projections now indicate that traffic patterns would not be changed significantly to benefit the core area, there may be little justification for redesignating the highway routing. State Highway funds could not be expended on the Front Street Project unless it is a part of the system.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

bc H. S. Coulter
J. H. Versteeg (enc.)
L. W. Rulien
C. O. Fredrickson "

GH:dpy ja

salem
CITY
OF SALEM
OREGON

September 20, 1976

RECEIVED
STATE HWY ENGR
SEP 24 '76
REFER TO
Hopkins
FOR

Info	Inves	R/D	D/R	Sgn	Act	File

per our discussion

Mr. E. S. Hunter
Deputy State Highway Engineer
Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Dear Ed:

Subject: 99E Redesignation Project Agreement

This is in reply to your letter of August 9, 1976, concerning the project.

Your letter mentions that Capitol Street between Center and Madison Streets is in "reasonably good condition and is carrying the present traffic flow without showing undue stress". In addition, the letter mentions that you "would not plan to overlay it in the near future". Ed, I believe that your comments apply to Liberty Street between Pine and Market Streets as well. What's fair for the City to is also right for the State.

We think the redesignation of Highway 99E will not change the driving habits of most drivers. We believe little or no increase in traffic on Liberty and Commercial Streets; and no decrease on Capitol Street will occur due to the 99E redesignation.

Therefore, we again request that the project agreement be revised to show one of the following options:

a. The City will overlay Liberty Street between Pine and Market Streets; and the State will overlay Capitol Street between Madison and Center Streets,

or

b. Neither party will be required to overlay Liberty Street or Capitol Street prior to redesignation.

Very truly yours,

B. T. Van Wormer, P.E.
Director of Utilities/Public Works

August 9, 1976

Mr. B. T. Van Wormer, P.E.
Director of Utilities/Public Works
Department of Public Works
City Hall
Salem, OR 97301

Dear Mr. Van Wormer:

99E Redesignation

This will acknowledge your July 20 letter relating to the redesignation of 99E.

I cannot concur in your suggestion that we overlay Capitol Street between Center and Madison Streets. Our review of this section of Capitol Street indicates that the roadway is in reasonably good condition and is carrying the present traffic flow without showing undue stress.

If we were continuing the maintenance jurisdiction of this portion of Capitol Street, we would not plan to overlay it in the near future. Relatively speaking, we consider this section low on a priority listing when consideration is given to our other facilities in the area.

We agree that Item 16, page 6, is not required with the construction of the Front Street Bypass south diagonal and accordingly, the item will be deleted from the agreement.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

bc H. S. Coulter
L. W. Rulien

GNH:mm ja

9121

salem
CITY
OF SALEM,
OREGON

July 20, 1976

RECEIVED
COUNTY & CITY SECTION
AUG - 2 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ OP
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

JUL 29 '76
REFER TO.
Manuel
H

Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Attention: Larry Rulien
Project Management Engineer

Gentlemen:

Subject: 99E Redesignation
Project Agreement

The City has reviewed the May 25, 1976 draft agreement for the subject project.

The agreement is acceptable to us with the following two exceptions:

1. Things to be done by State:

   We request the State overlay Capitol Street between Center Street and Madison Street. This request is consistent with our letter of April 30, 1976 whereby North Liberty Street and North Capitol Street both need overlays.

2. Things to be done by City:

   Delete Item #16, page 6. This item is not required with the construction of the Front Street Bypass south diagonal, Item #15.

Please revise the agreement to incorporate these items and send us three copies for City Council adoption.

Very truly yours,

B. T. Van Wormer, P.E.
Director of Utilities/Public Works

RWL/BTV/rd

cc: Ed Hunter, Deputy State Highway Engineer
Robert Briscoe, Director of Community Development
Jim Walker, Urban Renewal
Ralph Lambert, Project Engineer

DRAFT
MCH:sch 9101
5/25/76

City Review Comments
shown
per Mtg of 6-8-76
RWL

99E REDESIGNATION AGREEMENT

THIS AGREEMENT, made and entered into by and between the STATE OF OREGON, by and through its Department of Transportation, Highway Division, hereinafter called "State"; and the CITY OF SALEM, a municipal corporation of the State of Oregon, by and through its City Officials, hereinafter called "City".

RECITALS

1. For the purpose of furthering the development of a highway system adapted to the needs of the people of the State of Oregon, and for the safe and expeditious flow of traffic, State and City plan and propose to improve portions of Pine, Commercial, Liberty, Front, Ferry, and Trade Streets to acceptable standards for redesignation of the route of Pacific Highway East, State Primary Highway No. 1E, to accommodate highway traffic volumes along said streets. Hereinafter all acts necessary to effectively accomplish this redesignation shall be referred to as "project".

2. By the authority granted in ORS 366.775 and ORS 373.030, State and City may enter into agreements for the construction, reconstruction, improvement, or repair of any street, highway or road; and State may, with the consent of City, change the grade of any street, highway or road over which State highway traffic is routed.

3. By the authority granted in ORS 373.010 and ORS 373.015, whenever the route of any state highway passes through the corporate limits of the City, State may locate, relocate, abandon, alter, or change such routing when, in its opinion, the interests of the motoring public will be better served.

4. Attached hereto, marked Exhibit A, and by this reference made a part hereof, is a sketch map showing the general location and limits of the project.

NOW, THEREFORE, it is agreed by and between the parties hereto as follows:

THINGS TO BE DONE BY STATE

1. State shall, at no expense to the City, reconstruct the Pine Street-Portland Road intersection to provide a northbound left-turn pocket and southbound right-turn pocket on Portland Road and revise signalization.

2. State shall, at it's sole expense, overlay Capitol street between Center street and Madison Street.

3~~2~~. State shall, at its sole expense, reconstruct the Center Street Bridge to southbound Front Street off-ramp to the final approved alignment and grade as soon as practical following City acquisition of the necessary right-of-way.

4~~3~~. State shall, at no expense to the City, do any necessary appraisal review and plan approval, required to effect the project and not jeopardize future federal aid participation in construction contracts.

5~~4~~. State shall, by resolution, formally redesignate the route of Pacific Highway East along portions of Pine, Liberty, Commercial, Front, Trade and Ferry Streets, approximately as shown colored in red on the attached Exhibit A. Said redesignation shall be accomplished at such time as said streets have been improved to standards acceptable for the routing of highway traffic.

THINGS TO BE DONE BY CITY

1. City shall prepare legal descriptions, obtain the necessary right-of-way, provide relocation assistance, demolish existing buildings, and relocate,

or cause to be relocated, railroad trackage now occupying the proposed right-of-way.

2. City shall, at its sole expense, relocate or reconstruct, or cause to be relocated or reconstructed, all privately- or publicly-owned utility conduits, lines, poles, mains, pipes and all other facilities of every kind and nature where such relocation or reconstruction is necessary to conform said utilities and facilities to the plans for the project.

3. City shall, at their own expense, prepare all plans, advertise for bids (or use City forces), award all construction contracts, and supervise construction of the following improvements to Pine, Commercial, Liberty and Front Streets and the Ferry-Trade Street Couplet to standards acceptable for the routing of highway traffic:

A. North Commercial-Liberty Couplet

1. Install traffic signal at the intersection of Pine and Liberty Streets.
2. Increase curb radius for the southeast corner of the intersection of Pine and Liberty Streets.
3. Eliminate on-street parking along both sides of Commercial Street between Pine and Belmont Streets, and Liberty Street between Belmont and Market Streets. Restripe both streets for two lanes of traffic centered between existing curbs.

4. Change diagonal along the east side of Commercial Street north of "D" Street to parallel parking.
5. Repair areas of pavement failure and overlay the entire surface of Commercial Street between Columbia and Belmont Streets and Liberty Street between Pine and Market Streets to the satisfaction of the State.

B. Front Street Bypass

1. Eliminate parking along the west side of Commercial Street between "D" and Division Streets.
2. Widen the west side of Commercial Street between "D" and Division Streets to accommodate two lanes of traffic northbound and three lanes of traffic southbound.
3. Install traffic signal at the intersection of Commercial and Division Streets.
4. Acquire the necessary right-of-way and construct a new diagonal connection from Commercial Street to Front Street between Division and Union Streets. Said connection shall accommodate two lanes of traffic in each direction. Realign Front Street from the north to a connection with the new diagonal.

5. Acquire the necessary right-of-way and relocate the Burlington Northern Railway tracks to the west side of Front Street between Division and Ferry Streets. Relocate the SPRR Bridge swing track to connect to the north.
6. Remove existing railroad tracks from Front Street.
7. Reconstruct the entire surface of Front Street between Union and Center Streets and between State and Ferry Streets. Pave that area where the tracks are removed from Front Street between Center and State Streets.
8. Eliminate on-street parking where necessary to accommodate four lanes of traffic along Front Street between Division and Trade Streets.
9. Restripe Front Street to provide for two lanes of traffic in each direction plus left-turn refuges, as necessary. An acceleration lane will be provided for the Center Street Bridge to southbound Front Street off-ramp. Install curbing where required to control left-turn movements.
10. Construct increased curb radius at southeast corner of the intersection of Union and Front Streets.

11. Install traffic signal at the intersection of Front and Court Streets.

12. Construct increased curb radius at the northeast corner of the intersection of Front and Ferry Streets.

13. Construct increased curb radius at the southeast corner of the intersection of Commercial and Ferry Streets.

14. Construct increased curb radius at the southwest corner of the intersection of Liberty and Ferry Streets.

15. Acquire the necessary right-of-way and construct a diagonal connection between Front at Ferry Streets and Commercial at Trade Streets. This diagonal is to be capable of accommodating three lanes of southbound traffic.

~~16. Designate Front Street as one-way southbound between Ferry and Trade Streets; and Trade Street as one-way eastbound between Front and Commercial Streets.~~

Delete
Not needed if Build South Diagonal (#15 above.).

4. City shall obtain State's concurrence and/or approval of any new utility installations within the rights-of-way of the project, or existing utilities retained within the rights-of-way of the project. Said concurrence shall be obtained from the Region 2 Engineer, 205 East Salem Highway Building, 2960 State Street, P. O. Box 30, Salem 97310, telephone 378-2626.

5. Following redesignation of the route of the Pacific Highway East by State, City shall not permit any encroachments upon the project right-of-way which will cause more than a temporary obstruction to the free and convenient flow of traffic over said highway.

6. In compliance with various rules, regulations and policies pertaining to the Federal Aid Highway System, the City shall obtain prior approval for any future changes, including traffic-control measures, that may affect the operation of that portion of the Federal Aid Primary Highway System which is covered by this agreement.

7. City shall, upon formal redesignation by State of the route of Pacific Highway East (ORE 99E), accept as a part of the city street system those portions of streets not needed for highway routing purposes, as hereinafter described and as shown colored in purple on the attached Exhibit A.

A. Portland Road, from its intersection with Pine Street, N. E.; thence southerly along Portland Road, Fairgrounds Road and Summer Street, N. E., to an intersection with Center Street, N. E.

B. Capitol Street, N. E., from its intersection with Center Street, N. E.; thence northerly along Capitol Street to its intersection with Fairgrounds Road (Pacific Highway East, Oregon 99E).

C. Commercial Street, from its intersection with Marion Street, N. E.; thence southerly along Commercial Street to its intersection with Trade Street, S. E.

D. Liberty Street, S. E., from its intersection with Ferry Street, S. E.; thence northerly along Liberty Street to its intersection with Marion Street, N. E.

8. City shall adopt a resolution authorizing the Mayor and Recorder to enter into this agreement and the same shall be attached hereto and become a part hereof.

GENERAL PROVISIONS

1. Signing, lighting or traffic portection devices that are necessary to protect the motoring public will be included as a part of the project costs, with maintenance and power to be shared by State and City in accord with the "Policy Statement for Cooperative Traffic Control Project" approved by the Oregon State Highway Commission and the League of Oregon Cities bearing the date of September 8, 1971.

2. State and City mutually agree and understand that public hearings, if required, shall be arranged by City with State's assistance.

3. State and City shall mutually agree on contract plans and specifications prior to advertisement for bids on the project.

IN WITNESS WHEREOF, the parties hereto have set their hands and affixed their seals as of the day and year hereinafter written. City officials have acted in the matter pursuant to Resolution No. ______ passed by its City Council on the ______ day of __________________, 19___.

The Oregon Transportation Commission, by a duly adopted delegation order, authorized its Chairman or Vice Chairman to act in its behalf in approving this agreement. Approval was given for this agreement on _________________________ by ________________________________, which approval is on file in the Commission records. The delegation order also authorizes the State Highway Engineer to execute the contract on behalf of the Commission.

APPROVED

____
Assistant State Highway Engineer

APPROVED AS TO FORM

____
City Attorney

STATE OF OREGON, by and through its
Department of Transportation
Highway Division

____
State Highway Engineer

CITY OF SALEM, by and through its
City Officials

By ________________________________
Mayor

By ________________________________
City Recorder

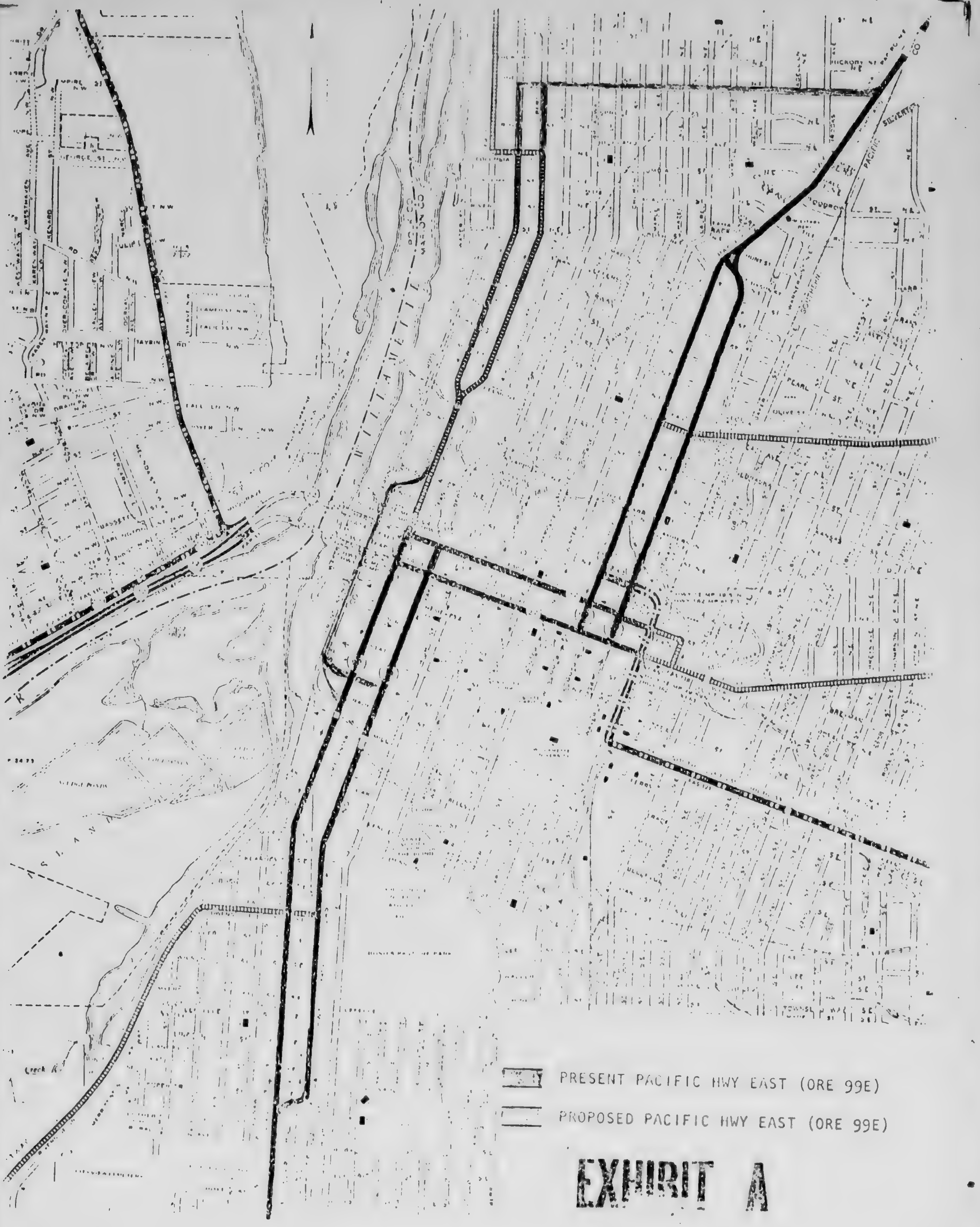

WILLAMETTE
PEARL ST
OLIVE ST
SOUTHERN PACIFIC
PRESENT PACIFIC HWY EAST (ORE 99E)
PROPOSED PACIFIC HWY EAST (ORE 99E)

EXHIBIT A

4

FORM 81 734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon 97310

FILE:

June 22, 1976

FROM: L. E. George
Traffic Engineer

SUBJECT: Railroad Crossings on
Proposed Rerouting of ORE99E

TO: J. E. Chidsey
Railroad & Utilities Engineer

You asked that we comment on Donald Still's letter of June 16 to Salem City Engineer Edward Siegerson in which he proposed upgrading the three railroad crossings on the rerouted highway to include automatic gates.

I concur that the crossing on Pine Street should be upgraded as proposed. I do not believe that gates should be mandatory for the crossings on Liberty Street and Commercial Street.

L. E. George
Traffic Engineer

RDT:rj

cc: R. L. Schroeder
C. O. Fredrickson

NOTED
E. S. HUNTE

April 30, 1976

Oregon State Highway Division
State Highway Building
Salem, OR 97310

Attention: George Hopkins, Project Management Section

Gentlemen:

Subject: 99 E Redesignation N. Commercial - Liberty Couplet

On March 24, 1976, City and Highway Division Engineers met to discuss the 99 E Redesignation Agreement. At that meeting, you requested agreement to certain additional work on the N. Commercial-Liberty Couplet prior to redesignation, namely:

1. Commercial Street - Pine Street to Mill Creek
   Reconstruct base where failing and overlay street.
2. Liberty Street - Pine Street to Mill Creek
   Overlay to eliminate P.C.C. pavement reflection cracks.

We have studied this request, and respond as follows:

1. Commercial Street -
   The City agrees that reconstruction and overlay work is necessary now.
   Estimated cost is $44,000

   We agree to do this work prior to redesignation.

2. Liberty Street -
   This street has reflection cracks, and will need an overlay at some future time.
   Estimated cost is $35,000

   However, the O.S.H.D. Capitol Street section from Madison to Center Street is in the same condition. This would cost the State $42,000 to overlay.

RECEIVED
MAY 4 1976

We suggest, therefore, an "unconditioned" transfer of both sections. Then we, and you can repair or not, depending upon the future needs and priorities of each.

Please redraft the 99 E Redesignation Agreement to incorporate these items. As soon as the agreement is ready for signature, we will schedule a Steering Committee Meeting for approval. Then it will go to City Council.

Very truly yours,

B. T. Van Wormer, P.E.
Director of Public Works

cc: Ed Hunter, Deputy State Highway Engineer
Robert Briscoe, Director of Community Development
Jim Walker, Urban Renewal
Ralph Lambert, Project Engineer

BTV:ls

4.

CITY
OF SALEM
OREGON

PROJECT MANAGEMENT
APR - 7 '76
REFER TO
FOR
Info Investigate R/D Action File

March 30, 1976

Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Attention: Ed Hunter
Deputy State Highway Engineer

Gentlemen:

Subject: Highway 99E Redesignation
Public Hearing

At the January 26, 1976 Pringle Creek Parkway - Front Street Bypass Steering Committee meeting, the City Council was encouraged to conduct a public hearing prior to approval of the 99E redesignation agreement.

Attached for your records are copies of the following hearing related items:

1. Council agenda fact sheet
2. Legal Notice
3. News articles
4. Council minutes from the records of the City Recorder

We are anxious to finalize the City-State agreement, and proceed with the necessary work to effect this redesignation.

Very truly yours,

B. T. Van Wormer,
Director of Public Works

RECEIVED
STATE HWY ENGR
APR 6 '76
REFER TO
Rubin
FOR
Info Inves R/D D/R Sign Act File

RWL/BTV/rd

Enclosures

cc: Robert Briscoe, Director of Community Development
Ralph Lambert, Project Engineer
Doug Van Dyke, Traffic Engineer
Jim Walker, Urban Renewal

Main file
H

Pls review and discuss.
Ed

Salem City, Council

MONDAY, MARCH 8, 1976

Public Hearing redesignation HIGHWAY 99E

2.2) Mayor Lindsey announced public hearing open to consider the redesignation of Highway 99E and invited all those wishing to speak either for or against the proposed redesignation to do so at this time.

Doug VanDyke, Traffic Engr.

Community Development Director Briscoe said that Traffic Engineer Doug Van Dyke will present a staff report and that Mr. Leo Chaffin, of the Riverfront Executive Committee, will speak for the Committee as well as representing those persons interested in CSDP.

Proposal background

Mr. Doug Van Dyke referred to the map displayed on the Council Chamber wall and outlined the boundaries of the proposed redesignation as Pine Street on the north, Capitol Street on the east, Mission Street on the south, and the Willamette River as the west boundary. Outlining the background of the proposal, Mr. Van Dyke said the CSDP requires much reduction of traffic on Commercial and Liberty Streets within the core area of the City. The Riverfront Retail Development proposals further reinforce the CSDP for a downtown/pedestrian shopping area. Mr. Van Dyke said that reduction of through traffic on Commercial and Liberty Streets in this central business district requires redesignation of 99E off these streets.

SATS evaluation of routes

Mr. Van Dyke said the Salem Area Transportation Study (SATS) had evaluated several alternate routes for 99E which were: Summer-Capitol, which is the existing designation; Front-Commercial/Liberty-Pine (Trade to Portland Road); and High-Church (Ferry-Trade to Commercial-Marion); and 12th Street (South Commercial to Capitol). He said after analysis by the SATS it was shown that Front Street to North Commercial-Liberty couplet to Pine would be the most favorable route for the redesignation.

Central Salem Development Plan

The CSDP depends upon reduction of traffic in the central business district. Route 99E must be relocated before traffic can be diverted from the downtown area.

Traffic Engr Van Dyke re 99E redesignation.

Outlining the alternative plans, Mr. Van Dyke said it would be possible to redesignate 99E along portions of Front Street North, Commercial-Liberty couplet and Pine Street; to redesignate 99E along some other route or to make no changes in the designation of 99E through Salem. He said it is the recommendation of the Public Works Department that Council approve redesignation of 99E by alternate #1 as stated, to be a portion of the Front Street bypass, City-Oregon State Highway Division Project Agreement.

Community benefit:

In reply to a question by Mayor Lindsey, Mr. Van Dyke said the principal benefit to the community would be removal of traffic in the Capitol Mall area and downtown core area streets, and being able to direct tourist traffic away from the downtown streets. In reply to a question by Councilman Cushing, Mr. Van Dyke said the plan had been reviewed by the State Highway Division, the Riverfront Committee, and the Transportation Subcommittee of the Riverfront Committee. Mr. Van Dyke said the study has taken several months and has included such things as acquisition of land, relocation of business in the path of the redesignated area, the acquiring of strictly right-of-way land.

State Hwy Div, Riverfr Comm, Transportation Committee
Neighborhood Organizations

Staff has discussed its proposal and the various alternatives with the Highland and Grant Neighborhood Planning Organizations who studied such things as traffic volume on Liberty-Commercial as opposed to Front Street.

Leo Chaffin, Transportation Comm., Riverfront Comm.

Mr. Leo Chaffin, member of the Transportation Subcommittee of the Riverfront Committee, described the period of discussion by the Riverfront Transportation Committee, the subject of right-of-way acquisition, acquisition of properties including buildings in the path of it, [illegible] way and the relocation of those businesses. He said [illegible] discussion had been with Highland and Grant Neighborhood Planning Organizations, and in March, the Committ recommended to the Executive Board that the Riverfront Committee support the redesignation as described at this meeting by Traffic Engineer Van Dyke. Mr. Chaffin said the Executive Board considered the recommendation and has indicated approval of this redesignation. Mr. Chaffin referred to Mr. Van Dyke's comments concerning CSDP routing of traffic outside the retail core in order that the plan can proceed with a reasonable redevelopment of the Salem core area. Mr. Chaffin said he will appear before the Planning Commission on Tuesday of this week to support the CSDP in the conflict area discussion. He said he feels the transportation evaluation has been preserved and remained a logical and viable plan in terms of future bond issues. He said he feels the CSDP is comprehensive in terms of transportation.

Executive Board recommendation, Riverfront Committee

Mr. Ernie Burris, a resident of Liberty Street N.E. for 30 years, said he objects to the change on the basis of the map printed in the local press on March 2, and said he did not observe any new railroad crossings on the map. He said this change would mean that 99E traffic will be crossing the railroad before arriving at the riverfront three different times. He said the present traffic plan often results in two lanes of traffic being backed up all the way to Market Street from the Liberty Street crossing when a freight train is proceeding along the track, and this often happens during peak traffic times so that it is impossible for residents along the street to back out of their driveways. Mr. Burris said another objection he has is the experience when Liberty Street was made a truck route, the loss in value of residential properties and the decrease in the attractiveness of the appearance of the properties. Mr. Burris discussed the removal of on-street parking along Liberty Street and

Ernie Burris, objects to traffic pattern chg.,
railroad crossings,
on-street parking,
neighborhood appearance,
property values.

E. Burns
(cont.)

said that Market Street, Front to Pine has fewer residences who would be inconvenienced by parking restrictions.

Phillip Brandt
re area at
Division st
Commercial:
diagonal
location,
acquisition
necessary,
construction.

Mr. Phillip Brandt, of the Willamette Production Credit Corporation, located at Division and Commercial Streets N.E., said he opposes the location of the diagonal going north from Union Street to Division Street as he fears it would ruin the businesses which now exist in that area, including his own. Mr. Brandt said that in December, Jim Walker indicated to some of the business people in that area that there would be a 25 foot taking on the east side of Commercial Street, and he feels this would interfere with businesses also.

Mr. Brandt said another concern he feels is the construction of the one-way couplet from Division to Belmont, and said he feels this is a very short sighted plan in that respect. He said this does not appear to be a long-range solution for the traffic problem. Mr. Brandt said he also objects to the proposed plan in the area where there appears to be an extension of Commercial Street South to Belview through the Terminal Ice Plant where it now appears the plan to accomplish the new bridge without taking any business property.

Don Otley
parking

Mr. Don Otley, 2247 Liberty Street N.E., said there is already a parking problem for residents along his street. He said the property is zoned Industrial, but the residences would have no parking at all and the street would be very narrow.

D. VanDyke

Replying to some of the concerns which had been expressed, Mr. Van Dyke referred to the comments about railroad crossings, saying that the staff had assumed it would be necessary to have signals and drop arms at the crossings which would be a matter of considerable expense. However, the staff has been assured by the Highway Division that this would not be necessary.

D. VanDyke (cont.)

Discussing the cost aspect, Mr. Van Dyke said to carry this redesignation all the way to Pine Street would double the cost of the project because of the tracks relocation which would be necessary, and this is the same reason why the diagonal is planned as indicated on the map. Mr. Van Dyke said there are several unknowns to be considered which include the decisions which affect I-305.

Mr. Van Dyke said there had been a great deal of discussion concerning parking along Liberty Street with the group studying the "west of Broadway plan" and various alternatives had been considered. He said it was felt, following these discussions, that the Liberty-Commercial route would be less damaging to properties involved. He said that along the proposed route, most of the properties have alley-ways or side streets which give access to their property.

Discussing the construction of the bridge, Mr. Van Dyke said that at some future date there will be a need for six lanes of traffic between Division and the Y. He said when this has been accomplished, the Mill Creek bridge will be widened, and in one of the designs, there would not be any taking of business properties along that frontage. In reply to a question, Mr. Van Dyke said that 1978 would be projected for the bridge work.

Ald.Cushing

Councilman Cushing asked if there was any thought of the Fairgrounds Road widening from Highland South to Academy Street, and Mr. Van Dyke replied that the Highway Department has that project in progress and it would benefit the Portland Road-Highland Avenue intersection.

Mr. Van Dyke said that the plans would also add a left turn lane throughout that section which should be under constuction within a years time.

P. Brandt re availability of proj. funds

Mr. Brandt referred to a letter received from the City in September, 1975, which indicated the portion of Front Street development would be Phase III of the project. He said that Mr. Jim Walker of the City staff had indicated to him in December, 1975, that the Front Street project funds would not be available for many years, possibly 4 or 5. He said that Mr. Walker indicated that there would be a temporary diagonal which would require no taking of property. He said the information that he received then and the information now before the Council appears very contradictory.

L. Chaffin

Mr. Chaffin said that Mr. Brandt had talked with him and that he, Mr. Chaffin, had discussed the matter with Jim Walker who indicated that the commodity credit offices and the land bank offices would not be disturbed. He said that a discussion was had about taking the by-pass down Front Street but there is a sixty foot right-of-way through the middle of the Truitt Brothers Canning Company, and to relocate the railroad and provide other properties in consideration of these takings would cost an additional five, six or even seven million dollars to accomplish.

L. Chaffin re Truitt's Cann'ry Stevens Equip. Capital Chev.

Mr. Chaffin discussed the affect upon the business ownerships of Stevens Brothers, Truitt's Cannery, and Capital Chevrolet and Recreational Vehicles. He said it was felt that if the City were to proceed with the original objectives which was to get some of the through traffic out of town and relocated, the best method would be on the Liberty-Commercial couplet for the redesignation of 99E. Mr. Chaffin said the Committee waited three months for the Highland and Grant Neighborhood Planning Organization recommendations, and its consideration of industrial properties in the area.

D. VanDyke

Mr. Van Dyke said that in the area between Division and "D" Street, the City will require extra land and approach

Highway 99E redesignation (cont.)

from the north. He said there will be a large intersection and that property for this purpose can be acquired on the east side as well as the west side. Mr. Van Dyke reviewed the financial considerations upon which the City based its bond issue. He said the City would have five million dollars of City money to do this project and the State of Oregon was able to sell twenty-five million dollars in bonds with 2.1 million dollars allocated for this system and for the Center Street ramp. Mr. Van Dyke said that it will be necessary to acquire additional information from the State of Oregon regarding revenue bonds.

R. Knowles, Planner

In reply to a question, City Planner Richard Knowles said that in the future, the design will have a great bearing on the adjacent land uses and the presence of a diagonal in the area will have a more significant impact upon the area. Mr. Knowles said that in the CSDP, the area north of the diagonal is designated residential but some changes are pending now before the Planning Commission, and recommendations have been for a designation for Commercial zoning. He said there has also been some consideration of a park light area in the triangular property in the vicinity of Front and Division Streets. Determining that no one else wished to speak on this subject, Mayor Lindsey declared the public hearing CLOSED.

(ref. [illegible])
No further action items until State Highway/City of Salem agreement presented.

Public Hearing Appeal from Hearings Officer decision to grant CU #76-1 Jeff/Joan Gladow duplex SE corner PACWOOD CT., 13TH ST., SE

Petn. for hearing filed by adj. property owners

~~2.3. Mayor Lindsey announced public hearing open upon the appeal from the decision of the Hearings Officer in Conditional Use Case #76-1, petitioned by Jeff and Joan Gladow, to construct a duplex on a corner lot in an RS zone located at the southeast corner of Pacwood Court and 13th Street S.E., and invited all those people wishing to speak either for or against the proposed conditional use or upon the appeals, to do so at this time.~~

R. Knowles, Planner

~~Mr. Richard Knowles, Planning Commission indicated that the [illegible] appeal from a decision of Conditional Use~~

2.

Oregon Statesman Mon 3-8-76

Trash Rate Hikes, Rerouting Of 99E Before Council

Public hearings on a proposed increase in garbage collection rates and the rerouting of Highway 99E will be held Monday night by Salem City Council.

A committee representing the City of Salem and Marion and Polk counties has recommended a 16 per cent across-the-board rate increase for garbage collectors.

IF APPROVED BY the governments, the increase would add 45 cents to the cost of one-can pickup per week service for a residential customer. That would raise the monthly base rate to $3.25.

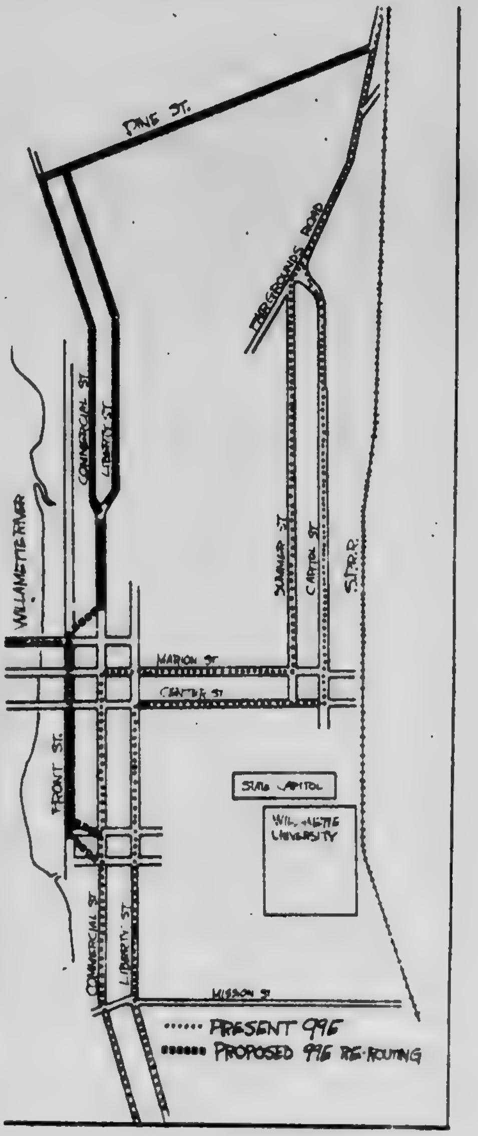
Commercial users would face the same 16 per cent increase.

If approved, the rates would be effective April 1.

√ The council also will hold a hearing on the proposed rerouting of Highway 99E from its present path along Fairgrounds Road, Summer and Capitol streets NE to a new route on Pine, Commercial, Liberty and Front streets NE.

The change is designed to reroute truck and highway traffic around the downtown shopping district as part of the Central Salem Development Plan and the Riverfront Development proposals.

The Salem Area Transporation Study has recommended the Front Street, Commercial/Liberty Street Couplet and Pine Street NE route as the best alternative.


PINE ST.
FAIRGROUNDS ROAD
COMMERCIAL ST.
LIBERTY ST.
WILLAMETTE RIVER
SUMMER ST.
CAPITOL ST.
S.P.R.R.
MARION ST
CENTER ST
FRONT ST.
STATE CAPITOL
WILLAMETTE UNIVERSITY
COMMERCIAL ST.
LIBERTY ST.
MISSION ST
PRESENT 99E
PROPOSED 99E RE-ROUTING

CITY
OF SALEM
OREGON

DEPARTMENT OF PUBLIC WORKS

February 27, 1976

Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
MAR 3 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Attention: Ed Hunter
Deputy State Highway Engineer

Gentlemen:

Subject: Highway 99E Redesignation
Front Street Bypass

Attached, for your information, is a copy of the City's Notice of Public Hearing regarding 99E redesignation.

Very truly yours,

Ed Sigurdson

Edward A. Sigurdson, P.E.
City Engineer

RWL/EAS/rd

cc: B. T. Van Wormer, Director of Public Works
Ralph Lambert, Project Engineer

[illegible] HWY ENGR
MAR 2 '76
REFER TO
FOR
Inves | R/D | D/R | Sign | Act | File

NOTICE OF PUBLIC HEARING

HIGHWAY 99-E REDESIGNATION

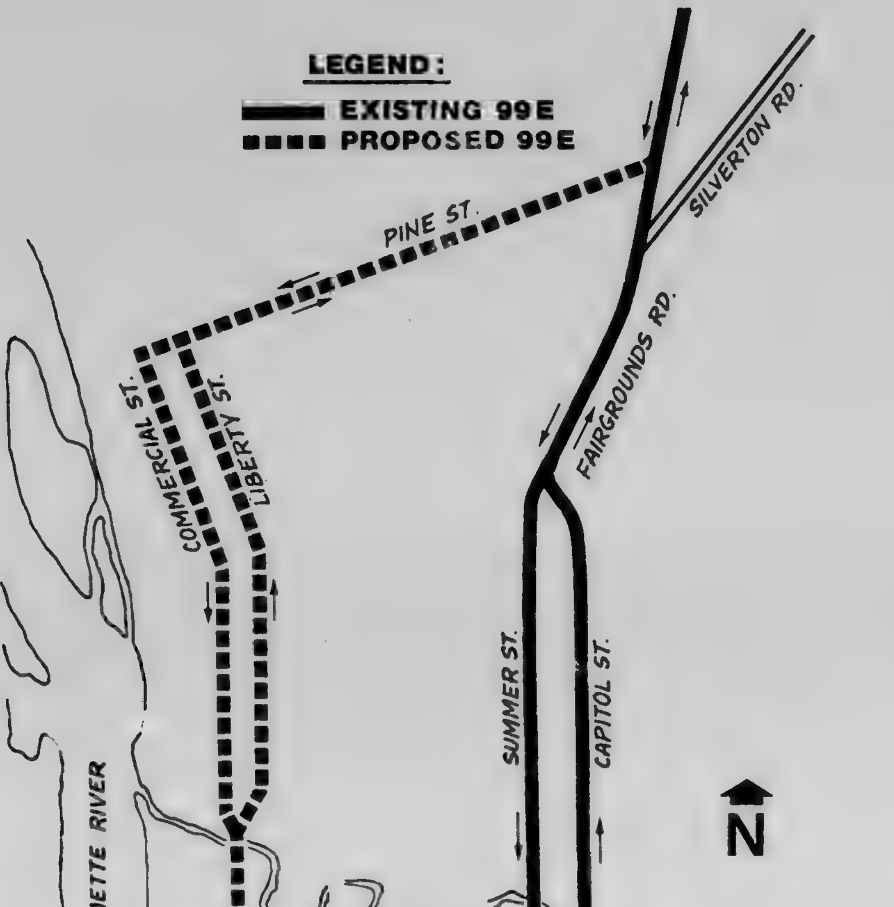
(INSERT MAP)

NOTICE IS HEREBY GIVEN to all interested persons and the general public that a hearing will be held before the Common Council of the City of Salem, Oregon, on Monday, March 8, 1976, at 7:30 p.m. in the City Council Chambers, Civic Center, Salem, Oregon, for the purpose of considering the redesignation of a portion of Highway 99-E thru Salem.

Highway 99E is proposed to be redesignated along portions of the Front Street Bypass, north Commercial-Liberty couplet, and Pine Street. The 99E designation would be removed from portions of Portland Road, Fairgrounds Road, Summer Street, Capitol Street, Liberty Street and Commercial Street.

ANY PERSON wishing to speak either for or against the proposed redesignation may do so at the public hearing. Also, written statements may be filed with the City Recorder, Room 205, City Hall, Salem, Oregon. Additional information may be obtained by contacting Mr. Ralph Lambert, City of Salem, Department of Public Works, Room 325, City Hall, phone 588-6188.

Betty J. Marsh
City Recorder


LEGEND:
EXISTING 99E
PROPOSED 99E
SILVERTON RD.
PINE ST.
FAIRGROUNDS RD.
COMMERCIAL ST.
LIBERTY ST.
SUMMER ST.
CAPITOL ST.
N
WILLAMETTE RIVER
MARION ST.
CENTER ST.
FRONT ST.
12 th ST.
13 th ST.
PRINGLE PKWY.
COMMERCIAL ST.
LIBERTY ST.
MISSION ST.

7131

2.

NOTED
E. S. HUNTER

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
January 26, 1976
Salem, Oregon

FILE:

C. O. Fredrickson

FROM: C. O. Fredrickson
REGION II ENGINEER

SUBJECT: City-State Agreement
99E Redesignation-Front Street By-Pass

TO: E. S. Hunter
DEPUTY STATE HIGHWAY ENGINEER

As requested on the transmittal slip dated January 19, 1976, the Region 2 Office has reviewed the subject agreement and has the following comments to make:

THINGS TO BE DONE BY STATE

Item 1. This statement ends with an "etc." It appears that in an agreement of this type that a more finite definition of Things To Be Done By State should be made.

Item 3. We suggest this statement be reworded as follows:

State shall, at its sole expense, reconstruct the Center Street Bridge to southbound Front Street off-ramp to the final approved alignment and grade as soon as practical following the City acquiring the necessary right of way.

JAN 29 '76
REFER TO

THINGS TO BE DONE BY CITY

Item 1. The Region Office questions at this time whether the agreement should include reimbursement to the City for right of way to accommodate the connecting ramps to the Marion Street Bridge, particularly in line with the recent developments as to the reconstruction of these structures covered by the Mayor's message last week.

Item 4. The Region Office questions the construction authority as well as the City force authority for the construction of improvements to Pine, Commercial, Liberty and Front Streets. It would appear to be more desirable if this was handled through our own Construction Section to see that such design standards and construction practices as we deem necessary would be followed.

General Provisions:

Items 4, 5, 6, 7, 8, and 9 in effect provide for long term commitment of State funding to compensate the City for use of City Bond funds at this time. It would appear that with the uncertainty of the State Bond program and the uncertainty of inflation, that this commitment should be carefully examined.

We also noted that under Things To Be Done By State Item 2, a program for commitment of Title II, Section 203 funds for the installation of railroad dropgate was suggested. Since the highway routing does not at this time cross these railroad grade crossings, it's questionable whether such improvements would be eligible for this type of federal funds.

Please advise this office if you feel that additional investigation or clarification is necessary.

COF/dea
cc: Don N. Harwell

9101

2.

CITY
OF SALEM
OREGON

DEPARTMENT OF PUBLIC WORKS

January ~~16~~, 1976

[illegible] looks [illegible] liability [illegible] H.

Mr. Don N. Harwell
County-City Engineer
Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Dear Don:

Subject: 99E Redesignation - Front Street Bypass
City-State Agreement

At the August 28, 1975 Front Street Bypass Steering Committee meeting, we learned that O.S.H.D. may not be able to sell the remainder of the bonds for this project for some time.

We are anxious to proceed with our Central Business District redevelopment. The rerouting of 99E traffic off of Liberty and Commercial Streets in downtown Salem is crucial to this redevelopment.

City and O.S.H.D. planning and design staff now have an "interim plan" for the rerouting of 99E traffic. This interim plan, described in the attached draft agreement, could be financed from City Bond funds by deferring other projects. Ultimate development would occur when further funds become available.

This draft is based on your draft agreement of September 4, 1975. We have added some revisions to develop an interim plan for 99E rerouting. Since the interim plan would be wholly financed with City dollars, we think the City should do all of the remaining design and contract administration.

If you concur, we will submit the agreement to City Council, then through your office to the Transportation Commission.

NOTED
S. HUNTER

Very truly yours,

B. T. Van Wormer,
Director of Public Works

RWL/BTV/rd

Enclosure: Agreement

cc: Robert Briscoe, Director of Community Development
Ed Hunter, Deputy State Highway Engineer O.S.H.D.
William Juza, City Attorney
Robert S. Moore, City Manager
Edward Sigurdson, City Engineer

RECEIVED
COUNTY & CITY SECTION
JAN 16 1976
☑ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
May 6, 1977
Salem, OR 97310

RECEIVED
STATE HWY ENGR
MAY 5 '77
FILE:
REFER TO
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File
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Info

FROM: Gary A. Potter, Manager
Environmental Section

SUBJECT: Division Street-Trade Street
Front Street (Salem)

ORIGINAL SIGNED BY
GARY A. POTTER

TO: Eddie Welsh
Region Environmentalist
Region 2

My staff has completed a review of the subject assessment. Before it can be processed, there are numerous discrepancies and other items that will need attention.

The major points are as follows:

1. The document continually makes reference to right-of-way acquisition that is underway. This needs rewriting and rephrased if the intention is to apply for Federal funds for construction after right-of-way acquisition is complete.

2. The assessment does not discuss the consequences of right-of-way acquisition. It treats only the status of right-of-way acquisition.

3. If historic structures will not be affected, can the State Historic Preservation Office "sign off" on the project.

4. The statement "the increased traffic along Front should increase noise levels, but fewer commercial and no residential areas will be affected because of the proposed right-of-way acquisition" is unacceptable. The facts needed are: what is affected and what are the consequences of the effects. The statement in the assessment flies in the face of the letter and spirit of policies and regulations pertaining to the protection of the environment.

5. There are severe discrepancies between traffic volumes previously reported on the project and those listed in the assessment. The figures listed in the assessment are very questionable. They must be able to withstand the investigation of the indirect source review process.

In conclusion, the assessment as now written can not be processed because of the foregoing inconsistencies. The significant project effects may lead one to the conclusion that a Category 2, draft and final EIS is appropriate.

Please work with the city in resolving these items and resubmit the document. I'm attaching the assessment with numerous remarks penciled throughout.

GAP:ss

Attachment

cc: E. S. Hunter w/attach

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT
(Or Request)

[illegible] RECOMMENDED
[illegible]

[illegible]
[illegible] WITH CAT/GEOG
[illegible]

PART 1. GENERAL INFORMATION

A. Project Identification:

Date 5 April 1977

Section Division Street-Trade Street

Unit (if appl)

County Marion

City Salem

Highway Front Street FAUS 1705

State Hwy. No.

Termini: M.P.(if appl)

Length 0.8 miles

Region 2

Construction Estimate 1,981,000
Program Amount

B. Purpose of Project:

The Front Street Bypass project is designed to divert traffic from the Liberty-Commercial Couplet, which now serves the downtown, and to accomodate projected increases to cross-river bridge traffic that will use planned bridge improvements and bridge ramps. Traffic diverted from the downtown is intended to use the Pringle Creek Parkway and the North Liberty-Commercial Couplet.

C. Origin & History of Project:

The Front Street Bypass project was first identified in the Central Salem Development Program. This plan was to serve as the basis for the renovation of the downtown core and also included recommendations on housing, urban renewal, and transportation. The revised Salem Area Transportation Plan (1974) included this project as one of its recommendations, as did the Salem Area Comprehensive Plan. A general obligation bond issue was passed in May 1974 to fund the construction of the Bypass. State bonds ($6 million) were intended to pay for the remainder of the project. Right-of-way is now in the process of being purchased. — X [illegible] UNTIL THE PROJECT HAS PROCEEDED THRU THE FINAL PLANS PHASE? ([illegible] FINAL DESIGN [illegible]).

D. General Description of Project:

Widening of existing Front Street to accomodate 4 lanes north of Center Street Bridge and 6 lanes south of Center Street. The project connects to existing and future Center and Marion Street Bridge Ramps. New diagonal connections are also included from Front to Commercial Street at each end of project. The existing railroad trackage is to be relocated from the middle of the street to the western edge. Included in the project are traffic signals, illumination, landscaping, irrigation, etc.

Alignment: New Existing Combined X

Typical Section: Existing: No. Lanes 2 ; Med. 1 @ 24'; Shldrs. ; Parking 2 @ 8' Each

Proposed: No. Lanes 6 ; Med. 1 @ 30'; Shldrs. 2 @ 10'; Parking none

Traffic: Existing Facility: Existing ADT 4400-9000; Projected ADT 4750-9720; Yr. 1980

Existing Level of Service C

Proposed Facility: Projected ADT 6100-15,200 ; Yr. 1980

Projected Level of Service C and above

WHAT IS WITH THIS RANGE?

Very questionable! — Earlier assessment showed ADT of 40,000.

Right of Way: Additional anticipated No ; if yes, give approx. No. Parcels________
Yes, No

Acres_______; Type of Relocation Req.________________; No.________

Materials Source, Borrow, Waste Disposal Requirements, if any:

Type of Structure(s):

A pedestrian-bicycle crossing structure is proposed on the north side of the Center Street Bridge. The structure would come to grade at either edge of Front Street.

Brief Description of River or Stream and Type of Involvement, if any:

The project parallels the Willamette River, and is somewhat south (400') of Mill Creek, a small tributary of the Willamette. Another small tributary is situated some 160' from the southern-most part of the Bypass. Since the project avoids these streams, there should be little discernible impact.

Local City, County or COG priorities of project:

The Salem Area Transportation Study has identified the Front Street Bypass as a high priority, interstate transfer funded project. The MWVCOG previously established this project as Administrative District 3's highest priority for the $125 million of bond funds that had been authorized for sale.

FHWA and/or OSHD approvals given, if any:

The City and Oregon State Highway Division have entered into an agreement, not yet complete, providing for the relocation of Oregon 99E to Front Street.

Location or Design Alternatives (identify and describe):

MAYBE THESE ALT. SHOULD [illegible] FORMAL) IN PRESENTATION UNTIL EIS HEARING IS HELD

Locational and design alternatives that (have been discussed) include: (1) the development of the Bypass either to the east or west of the current alignment; (2) the placement of the north diagonal, either to connect Front to "D" or Division; the placement of the south diagonal, to either remove the current railroad tracks or eliminate certain structures. Another issue has been the relocation of the railroad tracks now situated in the median. Consideration has been given to both median and separate railroad alignments.

Other Descriptive Information or Comments:

It is intended that right-of-way for this project will be acquired using City general obligation bonds, and that the acquisition of all parcels will have been completed before federal funding is requested for construction. About 31 parcels are to be involved.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The project is located in downtown Salem immediately east of the Willamette River and between two tributaries of the Willamette, Mill Creek to the north and Pringle Creek to the south. The area is a very flat, alluvial plain, composed of silts and gravels. The east bank of the river is approximately 35 feet above mean water level and is outside the one-hundred year flood plain. Natural vegetation exists only as a narrow strip of Ash, Willows, and Cottonwood with a mixed understory within a few dozen feet of the waterline.

2. Cultural:

Front Street lies immediately west of the CBD and is surrounded by several old buildings used as stores, warehousing and manufacturing plants. Two railroad tracks are in the center of the street and spurs connect to "D" Street, Union Street (railroad bridge) and Trade Street. Boise Cascade Paper Company lies on both sides of the railroad at the south end of Front Street. Marion Square Park borders the street between Marion and Union Streets. Traffic moves freely except for the railroad track in the street.

Twelve historic structures near the Central Business District have their western boundaries along Front Street. None of these would be removed when Front Street is improved. The project area is presently marginal in recreation opportunities except for the Marion Square Park and a marina on Water Street. The access to the river is marginal.

— historic building lies along west side of Front St. and will be removed.

The land use is predominantly Commercial-Industrial with few residential homes present. The 1970 Census of Population states that 148 persons lived in 101 housing units near Front Street. The residential area is rapidly declining.

Many Commercial/Industrial businesses along Front Street are old and deteriorating, with newer buildings being built periodically.

Along Front Street, there are two sets of rail lines, a through track operated by Burlington Northern Railroad, and a spur track used by the Southern Pacific.

B. Preliminary Assessment of Environmental Impacts:

[illegible] PARKING IT [illegible] PROJECT.

1. Consequences and Significance of Right-of-Way Acquisition:

Fairly extensive amounts of right-of-way will have been acquired to construct the project as described. Commercial, residential, and industrial properties will be involved. A number of historic structures are situated near or on Front Street, ~~but will~~ some will ~~not~~ be affected by the improvement of Front.

2. Estimated Impact on Traffic Patterns:

By providing additional traffic capacity in this corridor, it is expected that the amount of traffic along the Commercial-Liberty Couplet and Center-Marion Couplet will decrease sharply. Traffic is expected to divert to Front for regional trips previously using the Liberty-Commercial Couplet, and to Front for trips previously made to the Marion and Center Street Bridges. The latter depends to a large extent on the installation of the planned bridge ramps.

Consequences--Air Quality, Noise, Safety, etc.: A preliminary air quality assessment, developed in the Regional Parking and Circulation Plan, has indicated that this section of Front Street should not exceed air quality standards. The increased traffic along Front should increase noise levels, but fewer commercial and no residential areas will be affected because of the proposed right-of-way acquisitions. Pedestrian safety should be increased through the installation of traffic signals at Court and State, as compared to the present situation.

[illegible]

3. Estimated Impact on Land Use:

Several businesses have been or will be relocated west of the Front Street project. Front Street will bypass the Central Business District, therefore, reducing the through traffic from the internal streets. The downtown business and retail activities should expand westward to Front Street's eastern boundary. The diversion of traffic from the Commercial-Liberty Couplet should enhance the growth of major retailing activity in the downtown. Waterfront development! ANY IMPACTED LAND CONVERTED ON FRONT STREET?

Consequences:

4. Expected Impact on Natural Ecological Resources:

None anticipated

Consequences:

5. Expected Impact on Cultural and Scenic Resources:

Few. Two street intersections will provide access for the pedestrian to reach the proposed Riverfront Development west of Front Street. Pedestrians will be forced to walk one to two blocks out of the way to cross Front Street. Noise levels will increase. Landscaping will be included in plans to improve the street's aesthetic appearance.

A number of historic structures will be affected by the project through removal or change in noise levels, access, etc.

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

None. No historical buildings will be removed. ?

7. Potential for Controversial Issues:

Such issues might include the increased traffic along Marion Square Park, the isolation of Marion Park from the rest of the downtown because of this increased traffic, the loss of parking, inconvenience in local circulation patterns near the northern diagonal, and greater inaccessibility for some businesses at the northern diagonal.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

Based upon the preliminary results of the Regional Parking and Circulation Plan, this project should not exceed 1980 air quality standards.

Indirect source. – Traffic not accurate!

b. Noise Standards

Because of the increased traffic along Front Street that ~~should~~ will occur with this improvement, noise levels ~~should~~ will increase. However, once right-of-way acquisitions have been completed, no residences and considerably fewer commercial properties will exist along Front. Noise study report required. Some residential receptors within 70dBA line.

c. Water Quality Standards – Minimal long-term impact. During construction, runoff from impervious materials will run into the Willamette River.

d. Area Land Use and Transportation Plans, and Zoning

This project is included as part of and is consistent with the area's Comprehensive and Transportation Plans.

C. Recommended Type of Action and Documentation:

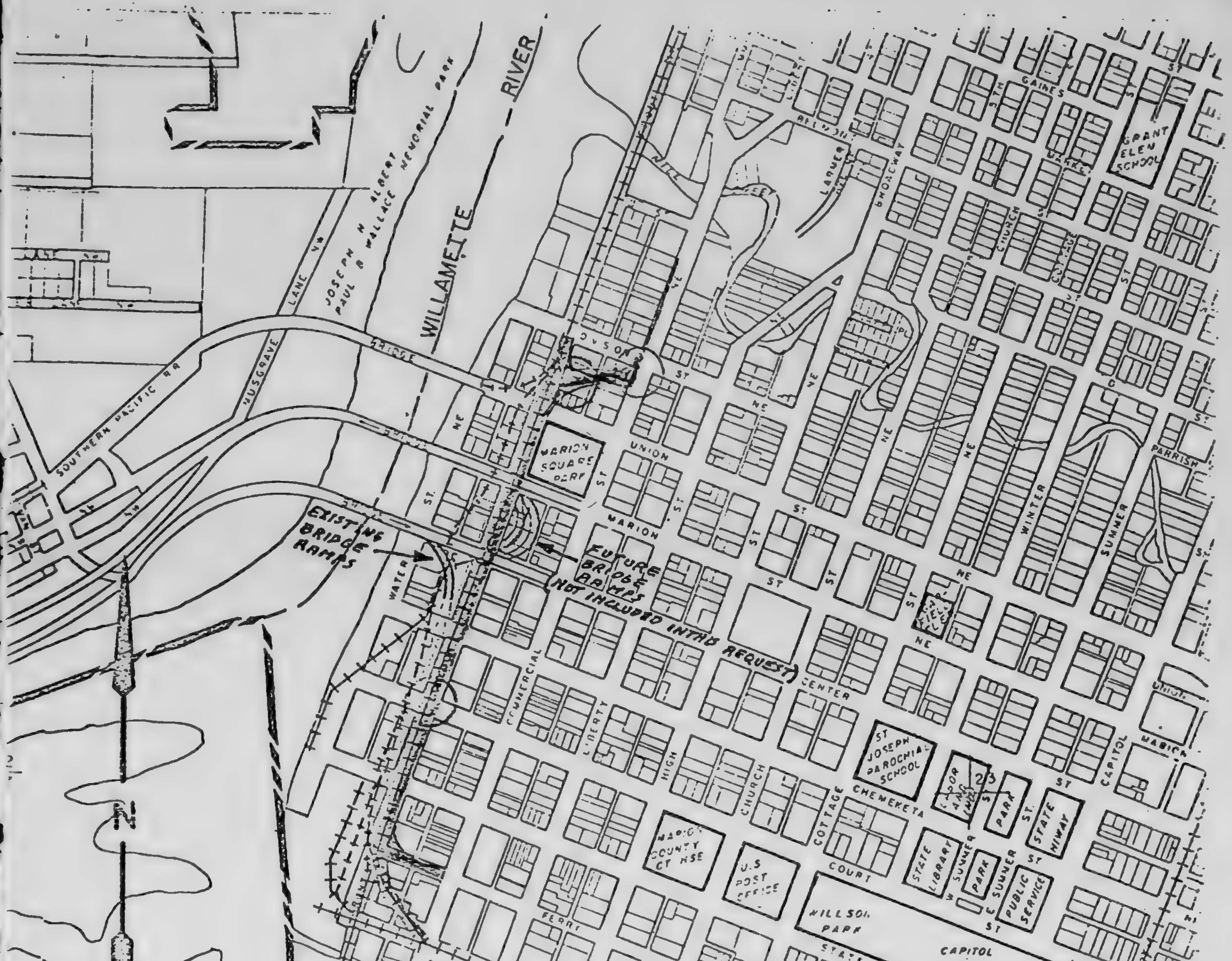
-------------MAJOR ACTION------------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
X D & FEIS	~~X~~ D & F Neg.Dec.	____ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

– Relocation, business impacts, riverfront development, historic properties, parks, noise, indirect source, downtown impacts. (EIS)

D. Recommended Project Category: ____ 1 X 2 ____ 3 ____ 4

Form (1)10-75


WILLAMETTE RIVER
JOSEPH H ALBERT
PAUL B WALLACE MEMORIAL PARK
SOUTHERN PACIFIC RR
MUSGRAVE
LANE
BRIDGE
EXISTING BRIDGE RAMPS
FUTURE BRIDGE RAMPS (NOT INCLUDED IN THIS REQUEST)
MARION SQUARE PARK
GRANT ELEM SCHOOL
GAINES
BROADWAY
UNION
MARION
CENTER
CHEMEKETA
COURT
STATE
FERRY
WATER
FRONT
COMMERCIAL
LIBERTY
HIGH
CHURCH
COTTAGE
WINTER
SUMMER
CAPITOL
PARRISH
UNION
MARION
WAVERLY ST
ST JOSEPH PAROCHIAL SCHOOL
LABOR AND IND.
PARK
STATE HIWAY
STATE LIBRARY
W SUMMER
E SUMMER
PUBLIC SERVICE
MARION COUNTY CT HSE
U.S. POST OFFICE
WILLSON PARK
CAPITOL BLDG
TAX OFFT
SUPR CT
WILLAMETTE UNIVERSITY
CIVIC CENTER
PRINGLE PARK
OREGON BLIND SCHOOL
BUSH HOUSE
MILL RACE
STATE
WILLAMETTE UNIVERSITY
N

FRONT ST.

Divisision Street & Trade Street

Vicinity Map

1" = 800'

March 1977

9/61

2.

DATE: April 11, 1977

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Federal Aid Urban System Project Requests

On the Consent Calendar for the April 19 meeting will be three requests for approval of Urban System projects.

The City of Baker is requesting a $73,000 project to widen and improve the West Side Truck Route.

A $75,000 preliminary engineering project to prepare final plans for widening and improving Front Street is being requested by the City of Salem.

Multnomah County's request is for a $100,000 project to seal the expansion joints and resurface the west approaches to the Broadway Bridge.

It is proposed that $86,000 in Interstate Transfer funds from the former Mt. Hood Freeway will be utilized for the Multnomah County project with the County providing all of the $14,000 match funds. Federal Urban System funds for the other two projects is estimated at $127,280 with the State providing approximately $10,360 in match funds and a like amount being contributed by the local entities of government.

These projects have been investigated and are eligible for funding under the Federal Aid Urban System Program. I recommend your approval of these projects and request authority to sign the project agreement for and on your behalf.

Att.

GEZ:sch ia

bc R. A. Burco
C. W. Head
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
R. N. Bothman
L. W. Rulien
L. E. George
F. E. Terpin

V. E. Skoog
W. J. Hart, Region 1
John Sheldrake, Region 2
W. E. Schwartz
D. N. Harwell
George Bell
Max Klotz

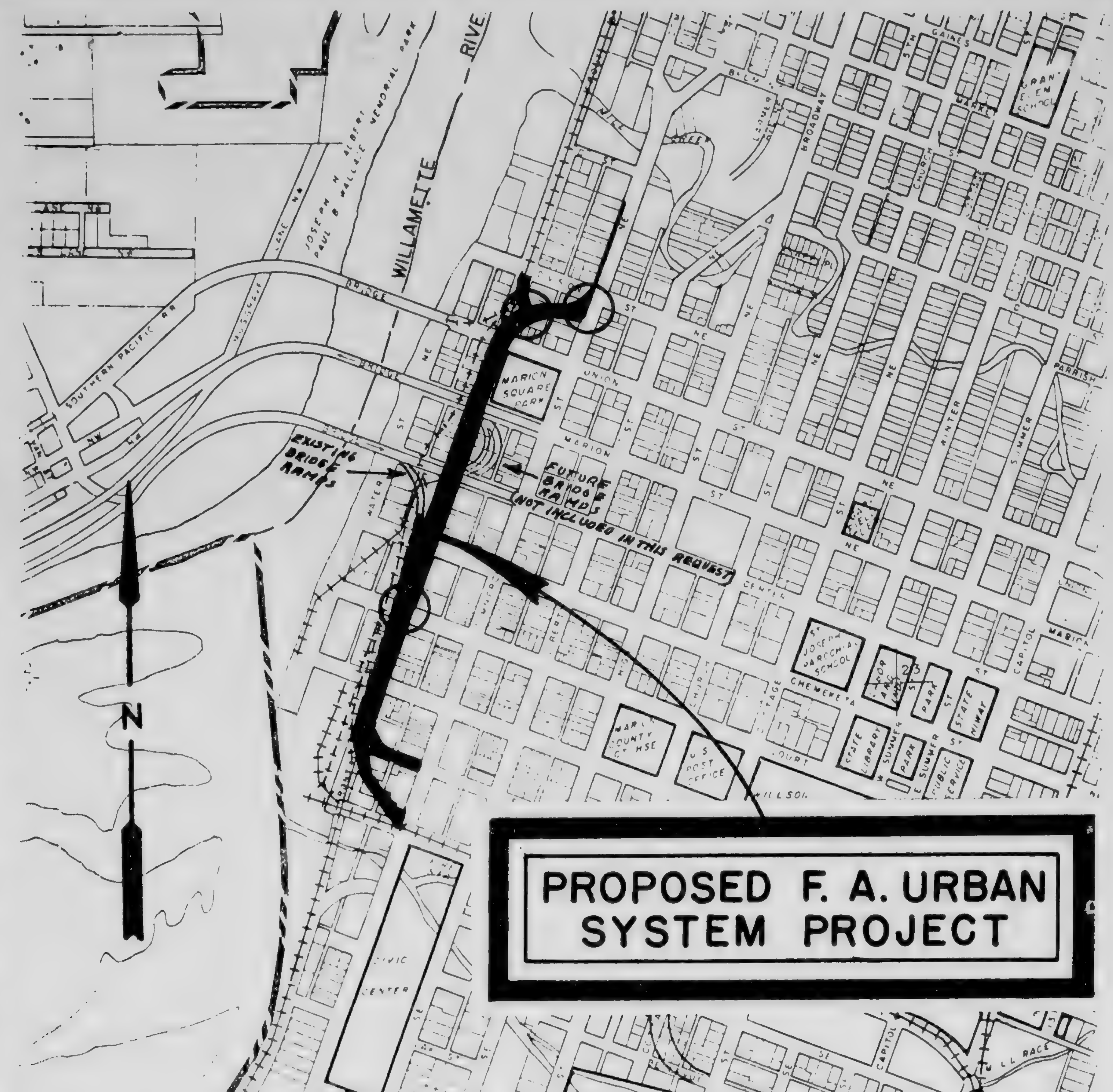
CITY OF SALEM
Proposed Urban System Project

Division Street-Trade Street (Salem) Section
Front Street, FAU 1705
Preliminary Engineering
0.74 mile
$75,000

This preliminary engineering project entails all the work and costs to develop final plans and contract documents for widening and improving Front Street. The ultimate project will provide four travel lanes north and six travel lanes south of Center Street and will provide connections to existing and future ramps on the Center Street and Marion Street Bridges. The existing railroad trackage will be relocated and railroad gates will be installed at Court Street. A bicycle/pedestrian structure will be provided and traffic signals will be installed at Division, Front and Court Streets.

City will provide the design for relocation of the railroad trackage and State will perform the balance of preliminary engineering.

77-c
4/7/77


WILLAMETTE RIVER
JOSEPH M. ALBERT
PAUL B. WALLACE MEMORIAL PARK
SOUTHERN PACIFIC RR
BRIDGE
N
MARION SQUARE PARK
UNION
MARION
EXISTING BRIDGE RAMPS
FUTURE BRIDGE RAMPS (NOT INCLUDED IN THIS REQUEST)
WATER
CENTER
CHEMEKETA
COURT
MARION COUNTY CT. HSE
U.S. POST OFFICE
ST. JOSEPH PAROCHIAL SCHOOL
LABOR AND IND.
STATE LIBRARY
SUMMER
PARK
STATE HIWAY
PUBLIC SERVICE
CAPITOL
WINTER
CHURCH ST
BROADWAY
MARKET
GAINES
GRANT SCHOOL
PARRISH
CIVIC CENTER
PRINGLE PARK
MILL RACE
NE
SE

PROPOSED F. A. URBAN SYSTEM PROJECT

FRONT ST.
Divisision Street & Trade Street
Vicinity Map
1" = 800'
March 1977

9101

JAMES A. REDDEN
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
~~100 State Office Building~~
Salem, Oregon 97310
Telephone: (503) 378-6313
211 Transportation Building

March 17, 1977

Mr. H. S. Coulter
State Highway Engineer
129 Transportation Building
Salem, OR 97310

RE: PUX 1047 SXF 815

Dear Mr. Coulter:

Enclosed is a copy of Order No. 77-164 issued by the Public Utility Commissioner on March 10, 1977, relative to the above-subject matter.

Very truly yours,

JAMES A. REDDEN
Attorney General

Jack L. Sollis
Assistant Attorney General

JLS:sjb
enclosure
cc: C. R. Burghart
E. S. Hunter
C. T. Keasey
D. H. Moehring
John Sheldrake (2)
L. E. George (2)
James E. Chidsey
R. A. Kuehn
R. P. Hamilton

RECEIVED
STATE HWY ENGR
MAR 18 '77
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Order No. 77-164

Crossing No. CM-719.52-C

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 815

In the matter of the application of the State of Oregon, by and through its Department of Transportation, Highway Division for the authority, pursuant to ORS 763.020, to construct a grade crossing of the Center Street Bridge Southbound Off-Ramp at Chemeketa Street and a spur track of Southern Pacific Transportation Company, Dallas Branch, in Salem, Marion County, Oregon.	ORDER

On September 21, 1976, the Commissioner issued Order No. 76-646, granting authority to the State of Oregon, by and through its Department of Transportation, Highway Division, to construct a grade crossing of a new single lane vehicle off-ramp from the Center Street Bridge across a spur track of Southern Pacific Transportation Company, Dallas Branch, in Salem, Marion County, Oregon.

By letter dated January 5, 1977, applicant requested that provisions of Order No. 76-646 relating to the location of the flashing light and automatic gate signal be changed to the northwest quadrant of the crossing instead of the northeast quadrant, as ordered. This requested amendment is predicated on necessary changes in construction of the off-ramp dictated by factors not envisioned when the application was filed.

Copies of the amendment request were duly served upon the Southern Pacific Transportation Company, Burlington Northern, Inc., the City of Salem and Marion County. No objection by any party has been made to the granting of the requested amendment to Order No. 76-646.

Due consideration has been given to all representations in the request to amend Order No. 76-646 and responses thereto. No matters within the scope of ORS Chapter 763 are in issue and no hearing will be required.

Based upon the proposed amendment and responses thereto, the Commissioner finds that the request for amendment should be granted, and that Order No. 76-646 should be modified accordingly. It is therefore

ORDERED that:

(1) Paragraph (3) (a) of Order No. 76-646, which reads:

> "Subject to reimbursement by applicant, construct that portion of the crossing lying between lines drawn two feet outside each rail, and furnish and install one Commissioner's Standard No. 2 flashing light signal, supplemented with a gong and augmented with one Commissioner's Standard No. 4 automatic gate, installed in the northeast quadrant of the crossing and activated by "Island" track circuits, to be interconnected with the special part time warning sign ordered herein;"

is null and void.

(2) The following language is to be inserted in Order No. 76-646 as paragraph (3) (a):

> "Subject to reimbursement by applicant, construct that portion of the crossing lying between lines drawn two feet outside each rail, and furnish and install one Commissioner's Standard No. 2 flashing light signal, supplemented with a gong and augmented with one Commissioner's Standard No. 4 automatic gate, installed in the northwest quadrant of the crossing and activated by "Island" track circuits, to be interconnected with the special part-time warning sign ordered herein;"

Made, entered and effective March 10, 1977.

Charles Davis

CHARLES DAVIS
PUBLIC UTILITY COMMISSIONER

[illegible] 21-10

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
~~106 STATE OFFICE BUILDING~~
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

211 Highway Building

September 28, 1976

Mr. H. S. Coulter
State Highway Engineer
State Highway Building
Salem, OR 97310

RE: PUX 1047 SXF 815

Dear Mr. Coulter:

Enclosed is a copy of Order No. 76-646 issued by the Public Utility Commissioner on September 21, 1976, relative to the above-subject matter.

Very truly yours,

LEE JOHNSON
Attorney General

Jack L. Sollis
Assistant Attorney General

JLS:sjb
enclosure
cc: C. R. Burghart (3)
E. S. Hunter
C. T. Keasey (2)
D. H. Moehring
C. O. Fredrickson (2)
L. E. George
James E. Chidsey
R. A. Kuehn
R. P. Hamilton

NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR
SEP 30 '76
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	A/t	File

Order No. 76-646
Crossing No. CM-719.52-C

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 815

In the matter of the application of the)
State of Oregon, by and through its)
Department of Transportation, Highway)
Division, for the authority, pursuant to)
ORS 763.020, to construct a grade) ORDER
crossing of the Center Street Bridge)
Southbound Off-Ramp at Chemeketa Street)
and a spur track of Southern Pacific)
Transportation Company, Dalles Branch, in)
Salem, Marion County, Oregon.)

On March 12, 1976, the State of Oregon, by and through its Department of Transportation, Highway Division, duly filed an application with the Commissioner for authority, pursuant to ORS 763.020, to construct a crossing at grade across a spur track and right-of-way of the Southern Pacific Transportation Company, Dallas Branch, in Salem, Marion County, Oregon.

The applicant proposes to construct a crossing at grade to service a new single lane vehicle off-ramp from the Center Street Bridge across the Willamette River. The off-ramp is to be constructed in a southerly direction near the east end of the bridge to the northwest corner of Front and Chemeketa Streets N. E. The requested grade crossing of the Southern Pacific Transportation Company spur track would be located southerly of and adjacent to the off-ramp exit into the Salem street system. The proposed crossing is to be 26 feet wide, designed to accommodate a single traffic lane 12 feet wide with paved shoulders of four and ten feet, respectively. Applicant proposes that the crossing be protected with a flashing light signal, supplemented with a gong and augmented with an automatic gate.

By letter dated March 25, 1976, PUC staff requested additional information regarding vehicle movement and projected average daily vehicle usage. Highway Division's letter dated March 29, 1976, clarified these points.

By letter dated May 26, 1976, Southern Pacific Transportation Company posed no objection to the application, provided " . . . that the off-ramp shall be only one traffic lane in width . . .". Southern Pacific Transportation Company's letter dated August 31, 1976, confirmed the type of signal circuits and signing related thereto.

Copies of the application were duly served upon the Southern Pacific Transportation Company, Burlington Northern, Inc., City of Salem, and Marion County. No objection by any party has been made to the granting of the application.

Due consideration has been given to all representations in the application as corrected and the responses thereto. No matters within the scope of ORS Chapter 763 are in issue, and no hearing will be required.

Based upon the application, the files and field investigation of the Commissioner, it is found that the application should be granted upon the following terms and conditions. It is therefore

ORDERED that:

(1) The authority to construct the crossing as requested herein is hereby granted.

(2) Applicant shall:

(a) Bear all the cost of constructing the crossing and of furnishing and installing the automatic signalization and associated signing ordered herein;

(b) Construct and maintain that portion of the crossing area lying outside lines drawn two feet outside each rail, to accommodate a roadway section 26 feet in width, consisting of a 12 foot travelled way and paved shoulders of four feet and ten feet, and bear all the cost thereof;

(c) Furnish, install and maintain an advance warning sign and advance warning pavement marking at appropriate locations on the roadway to the crossing and bear all the cost thereof;

(d) Furnish, install and maintain a special part time warning sign equipped with a yellow light interconnected to the grade crossing signal circuits, bearing the message "BE PREPARED TO STOP WHEN LIGHT FLASHES", to be installed 400 feet northerly of the crossing, and bear all the cost thereof; and

(e) Notify the Commissioner upon completion of its portion of the project.

(3) Southern Pacific Transportation Company shall:

(a) Subject to reimbursement by applicant, construct that portion of the crossing lying between lines drawn two feet outside each rail, and furnish and install one Commissioner's Standard No. 2 flashing light signal, supplemented with a gong and augmented with one Commissioner's Standard No. 4 automatic gate, installed in the northeast quadrant of the crossing and activated by "Island" track circuits, to be interconnected with the special part time warning sign ordered herein;

(b) Subject to reimbursement by applicant, furnish and install railroad stop signs on each side of the crossing;

(c) Maintain the automatic signalization and railroad stop signs ordered herein and maintain that portion of the crossing lying between lines drawn two feet outside each rail and bear all the cost thereof; and

(d) Notify the Commissioner upon completion of its portion of the project.

Made, entered and effective September 21, 1976.

Charles Davis

CHARLES DAVIS
PUBLIC UTILITY COMMISSIONER

7131 2

OREGON STATE
HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR
F. B. KLABOE
Administrator and
State Highway Engineer

January 21, 1977

Mr. Bruce Phelps
Transportation Coordinator
400 Senator Building
220 Highway Street N.E.
Salem, Oregon 97301

Dear Mr. Phelps:

Re: Division-Trade Street Section
Front Street Bypass

The estimated costs of the Highway Division doing the necessary field work, plan preparation, specifications and assisting with the environmental reports are:

1.	Field Engineering	$20,000
2.	Design and Plans	20,000
3.	Environmental Section	5,000
4.	Specifications	2,500
5.	Public Hearing and Citizen Participation	2,500
6.	Soils and Utilities Investigation	2,000
7.	Miscellaneous: Location Studies, Project Management, etc.	2,000
	TOTAL	$56,000

The field work, design, plans and specifications up to federal approval for contracting will take approximately four months. These time and money estimates for this 1.4 million dollar grading and paving project on Front Street are based on the following:

1. There will be no delays in the design/specification phase by the following: Federal approval, environmental considerations, right-of-way problems, railroad agreements, city/state agreements, etc.

2. The bridge ramps are not a part of the project.

3. The work on Trade Street east of Commercial is not a part of this project.

Form 81-734-3122

4. The City of Salem is handling all railroad planning and relocation.
5. The City of Salem will acquire all the necessary right-of-way.

Very truly yours,

J. H. Versteeg
Road Design Engineer

JHV:jh
cc: E. S. Hunter
Gary Potter

RECEIVED
STATE HWY ENGR
JAN 21 '77
REFER TO

1980 Division St. N.E.-Trade St. 9101
S.E. (Salem) Sec. of FAU Rt. 1705
(Front St.) (Gr., pav. & signing) #1

CHA 6119 6·20·79

1101

E JOHNSON
TORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

1859

DEPARTMENT OF JUSTICE
TRIAL DIVISION
106 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

March 11, 1976

Mr. David J. Astle
Administrator
Railroad Division
Labor & Industries Building
Salem, OR 97310

RE: PUX 1047

Dear Mr. Astle

Enclosed is an original and eight copies of the application of the Department of Transportation, Highway Division, in the above subject matter.

Two of the copies are for service upon Southern Pacific Transportation Company, one copy for service upon the City of Salem, one copy for service upon Marion County, one copy for service upon Burlington Northern, Inc., and three copies are for use by your office.

Very truly yours

LEE JOHNSON
Attorney General

O[illegible] D BY

Jack L. Sollis
Assistant Attorney General

JLS:clh
enclosures
cc - F. B. Klaboe
C. O. Fredrickson
C. T. Keasey
D. N. Harwell
J. E. Chidsey

RECEIVED
STATE HWY ENGR
MAR 12 '76
REFER TO
FOR
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Office of
[illegible] Highway [illegible]

PUC Docket No. SXF__________
PUC Crossing No. CM-719.45-C
DOT-AAR Crossing No. __________

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

APPLICATION FOR AUTHORITY in connection with
a proposed railroad-highway crossing project

Formal Title:

In the matter of the application of State of Oregon by and through its (name of applicant)

Department of Transportation, Highway Division

for the authority, pursuant to ORS 763.020 (020/030/040), to

construct (construct/alter/change protection at/relocate/close) a grade (grade/separated) crossing

of Center Street south-bound off-ramp (name of street or highway)

and Southern Pacific Transportation Company (name of railroad company),

Dallas Branch Spur (name of railroad main or branch line or other trackage),

in (in/near) Salem (name of city/town/rail station), Marion (name of county) County,

Oregon.

Check one of the following:

Allocation of funds from one of the following sources is requested or expected--

☐ State grade crossing protection fund.
Estimate of dollar cost to fund: $__________

☐ Federal-Aid Highway System funds.*

____

☐ Other Federal Funds, such as "Safer Roads Demonstration Program" funds.*

____

☒ None of above.

*If Federal Fund assistance is expected, please give appropriate federal statutory provision.

Form AX-1/75
Title Page

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project

---

Check one of the following and answer all of Section I, plus all other parts of the application indicated beside that item.

(1) _XX_ Construction of a new public highway/bikeway over an existing railroad at grade. Answer: Sec. I, II, V, as appropriate.

(2) _____ Construction of a new railroad track or tracks over an existing public highway at grade. Answer: Sec. I, II, V, as appropriate.

(3) _____ Construction of a new public highway over or under an existing railroad. Answer: Sec. I, III, V and #12 (a)(1) & (b)(1).

(4) _____ Construction of a new railroad track or tracks over or under an existing public highway. Answer: Sec. I, III, V and #12 (a)(1) & (b)(1).

(5) _____ Alteration/relocation of an existing public highway at an existing grade crossing. Answer: Sec. I, II & V.

(6) _____ Alteration or relocation of existing railroad trackage at an existing grade crossing. Answer: Sec. I, II & V.

(7) _____ Separation of an existing grade crossing. Answer: Sec. I, III, V and #12 (a)(1) & (b)(1).

(8) _____ Alteration of an existing separated crossing. Answer: Sec. I, III & V.

(9) _____ Removal of a track or tracks from an existing grade crossing. (If this is all that is involved, no application is required. Please notify us in writing.)

(10) _____ Addition of a track or tracks at an existing grade crossing. (See 6 above and answer as indicated.)

(11) _____ Addition of protective devices at an existing crossing. (Simplified form AS-1/75 can be used if no other alteration is involved at the crossing in question. Otherwise, answer as indicated under 5 above.)

(12) _____ Addition or removal of stop sign protection at an existing crossing. (Simplified form SS-1/75 may be used if this is all that is involved. Otherwise, answer as indicated under 5 above.)

(13) _____ Closure of an existing grade crossing. Answer: Sec. I, IV and the applicable portions of #'s 11, 12 & 13.

(14) _____ Other (please specify) ______________________________

____

Note: TO SAVE PAPER WHEN COMPLETING THIS FORM, IF IT IS FOUND THAT NO RESPONSES ARE REQUIRED ON ANY PARTICULAR PAGE(S), PLEASE OMIT SUCH PAGE(S) FROM YOUR APPLICATION. ALL SUCH OMISSIONS MUST BE SPECIFIED ON THE SIGNATURE PAGE.

IMPORTANT: PLEASE READ NOTE AT BOTTOM OF PRECEDING PAGE BEFORE COMPLETING THIS FORM.

SECTION I. (To be filled out completely by all applicants.)

1. Name of Applicant: Oregon Department of Transportation, Highway Division

Address: Highway Building, Salem, OR 97310

2. Statutory authority under which this application is made:

763.020
(ORS 763.020/030/040)

Note: If a new grade crossing is proposed -- ORS 763.020; if an existing crossing is to be altered -- ORS 763.030; if a new separated crossing is proposed -- ORS 763.040.

3. Location of the proposed project:

Railroad milepost 719.45

City Salem

Nearest railroad station __________

County Marion

The proposed project is to be in the SE 1/4 of the SW 1/4 of Section 22, Township 7S, Range 3W, W. M.

4. Name of public highway involved in this project:

Center Street Bridge, South-bound off-ramp

Name of public authority with jurisdiction over this highway:

Oregon DOT, Highway Division

5. Name of railroad involved in this project: Southern Pacific Transportation Company, Dallas Branch
(include name of branch, main line or other track)

6. List the proper parties of interest in this matter:

a. Southern Pacific Transportation Company
b. Oregon Department of Transportation, Highway Division
c. City of Salem
d. Marion County
e. Burlington Northern, Inc.
f. __________

Have you served each of these parties with a copy of this application?

NO
(yes/no)

If yes, please provide certificate of such service. (We would prefer to serve the application ourselves.)

(2) Width---The highway is --- feet wide at the ssing at present; after completion of the project, it will be 26 feet wide at the crossing; consisting (from

N (N or E) to S (S or W)) of:

At present--			After completion--		
Shoulder* of		feet	Shoulder of	4	feet
lane(s) at		ft.each	1 lane(s)at	12	ft.each
Median of		feet	Median of	--	feet
lane(s) at		ft.each	-- lane(s)at	--	ft.each
Shoulder of		feet	Shoulder of	10	feet

Explanation, if necessary

* If highway is curbed to crossing, "shoulder" is assumed to mean "parking area".

(3) Surface---	At present:	After completion:
Type of surface on traveled way:		
on approaches	---	Asphalt
at crossing	---	Asphalt
Type of surface on shoulders:	---	Asphalt
Condition of surface:		
on approaches	---	Good
at crossing	---	Good
Is the highway curbed on the approaches?	---	No

(4) Gradient, going toward crossing on--	At present:	After completion:
E (N or E) approach	± --- %	± -1.36 %
W (S or W) approach	± --- %	± -9.89 %

(5) Nearest public roadway intersection on each approach---

(a) E (N or E) approach: 90 ft; ADT 3200

(b) W (S or W) approach: 550 ft; ADT 17,800

Name of road or highway:

(a) Front Street, N.E.

(b) Center Street Bridge

Public authority with jurisdiction over road or highway:

(a) City of Salem

(b) Oregon DOT, Highway Division

(If different public authority than that with jurisdiction over road at crossing, please add name to list of parties of interest in this matter--see item 6 of this application form.)

Are traffic signals (to be) installed at either of these intersections?

(a) NO (yes/no); (b) NO (yes/no).

If yes to either, please explain below which intersection(s) is (are) (to be) signalized, and whether or not this signalization is (to be) interconnected with track circuitry on the railroad. If it is, are part-time turn restriction signs (to be) installed? (If there is to be interconnected circuitry, please include the interconnection and part-time turn restriction signs as items of protection proposed herein. If traffic signals at the adjacent intersection are to be installed in connection with this project, and if costs of same are to be partially borne by the railroad and/or the state grade crossing protection account, they should also be listed under item 14 herein.)

b. The Railroad

		At present:	After completion:
(1)	Number of tracks---	1	1

Name of each track from E (N or E) to W (S or W):

Spur

(2) Angle of intersection--- ---° 71°

If more than one track-highway angle exists, please give details below, track by track:

East of X'ing 210' of 33° curve left; tangent west of X'ing
85' of 33° curve right, 55' tangent to 34° curve left

(3) Alignment--- Describe the alignment of the railroad track(s) for 1000 feet in each direction, both before and after the project:

East of X'ing 210' of 33" curve left tangent
West of X'ing: 85' of 33° curve right; 55' tangent; 34° curve left

(4) Nearest switch---

	At present:	After completion:
E (N or E) of crossing:	210 ft	210 ft
W (S or W) of crossing:	none ft	none ft

(5) Rail through crossing---

	At present:	After completion:
Weight of rail (lbs/yard):		
Year installed:		
Year manufactured:		

If any rail renewal is to be done as part of this project, please give details below and include the number of compromise joints to be charged to the party or parties responsible for paying crossing construction costs: ______

12. Use of the crossing:

a. The Highway

(1) Average daily traffic volume---

At present: 250; After completion: 250;

Expected 5 years after completion: 0.

(2) Speed of vehicles---

	At present:	Expected after completion:
300 ft from crossing on E (N or E) approach:	mph	* mph
on W (S or W) approach:	mph	20 mph
At crossing:	mph	10 mph
Posted speed limit on approaches:	mph	none mph

* - 300' from crossing on east side - not pertinent since the intersection is only 90' from crossing. Any information would be misleading.

(3) Direction . traffic flow: E & W (N & S, etc.) E & W

b. The Railroad

(1) Train movements--- (avg per day)

	At present:	Expected after completion:
Freight trains:	0	0
Switching movements:	2	2
Passenger trains:	0	0

(2) Speed of trains---

Maximum allowable:	15 mph	15 mph
Typical:	4 mph	4 mph
Slowest normal:	1 mph	1 mph

13. Visibility at the crossing from the standpoint of the approaching motor vehicle operator:

a. Of approaching trains--

(1) From a "stop" position (approx. 18 feet from edge of nearest rail) on the . . .

The motor vehicle operator can see along the railroad . . .

E (N or E) approach: no approach from east ______ft to right; ______ft to left

W (S or W) approach: 400 ft to right; 400 ft to left

(2) From a "safe stopping distance" (see table on Page 8) on the . . .

The motor vehicle operator can see along the railroad . . .

E (N or E) approach: no approach from east ______ft to right; ______ft to left

W (S or W) approach: 400 ft to right; 400 ft to left

If these sight distances will be changed on completion of the project, please explain below:

Note: TABLE OF SAFE STOPPING DISTANCES ("SSD")

Typical Approach Speed	"SSD"	Typical Approach Speed	"SSD"
10 mph	44 feet	35 mph	210 feet
15 mph	69 feet	40 mph	256 feet
20 mph	98 feet	45 mph	306 feet
25 mph	131 feet	50 mph	360 feet
30 mph	169 feet	55 mph	418 feet

b. Of the proposed protective devices--

(1) Will vision of the protective devices to be installed at the crossing be obstructed on the main approach road within 1000 feet of the crossing? Yes (yes/no)

If yes, please explain by what and at what point it will be obstructed:

The signals will be obstructed due to the curvature of the ramp and the elevation change.

(2) If roadside-mounted protective devices (such as "STOP" signs or Standard No. 2 flashing light signals) are to be installed at the crossing, is the approaching driver's vision of these devices likely to be totally or partially obscured by parked vehicles? No (yes/no)

If yes, explain how you propose to overcome this problem:

If no, why not?

No parking allowed

14. List the number and types of protective devices to be installed at the crossing and on its approaches:

Note: TYPES OF DEVICES

Commissioner's Standard No. 1R, reflectoried crossbucks
Commissioner's Standard No. 1S, vehicle "STOP" signs
Commissioner's Standard No. 2, flashing light signals with gongs
Commissioner's Standard No. 2B, cantilevered flashing lights w/gongs
Commissioner's Standard No. 4, automatic gate signals*
Commissioner's Standard No. 5, traffic signals
Traffic signals at adjacent intersection**
Track circuitry to interconnect with traffic signals
Part-time turn restriction signs**
Standard advance warning signs
Standard advance warning pavement markers
Standard "STOP AHEAD" signs
Standard railroad "STOP" signs

* To be used in conjunction with Standard No. 2 or No. 2B flashing light signals. Please indicate which it will be.

** Please furnish description of traffic signal operation, including standard phasing and phasing upon train activation.

a. Protection type: #2 Flashing Lights w/gongs and #4 Automatic gate signals

Number of such devices: 1 ; To be located as follows: on the east (left) side of the raodway at the north side of the crossing

(1) Who will perform the installation? Southern Pacific Transportation

(2) Estimated cost of installation: $30,000 ***

(3) Who will pay for said installation?

Name of Party	Percent of Cost
Oregon DOT, Highway Division	100%

(4) Who will maintain these devices? Southern Pacific Transportation Co.

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost
Southern Pacific Transportation Co.	100%

*** Include cost of furnishing the protective device(s).

b. Protection ty Advance warning sign & pavement markings

Number of such devices: 1; To be located as follows: on north approach to crossing

(1) Who will perform the installation? Oregon DOT, Highway Division

(2) Estimated cost of installation: $300 ***

(3) Who will pay for said installation?

Name of Party	Percent of Cost
Oregon DOT, Highway Division	100

(4) Who will maintain these devices? Oregon DOT, Highway Division

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost
Oregon DOT, Highway Division	100

c. Protection type: Advance warning sign: "BE PREPARED TO STOP WHEN LIGHT FLASHES"

Number of such devices: 1; To be located as follows: 400' from X'ing on North approach

(1) Who will perform the installation? Oregon DOT, Highway Division

(2) Estimated cost of installation: $1000 ***

*** Include cost of furnishing the protective device(s).

(3) Who will pay for said installation?

Name of Party	Percent of Cost
Oregon DOT, Highway Division	100

(4) Who will maintain these devices? Oregon DOT, Highway Division

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost
Oregon DOT, Highway Division	100

15. Who will construct the crossing?

a. Between the rails and for a distance of two feet outside thereof:

Southern Pacific Transportation Company

Estimated cost of this portion: $ 1,000 .

Note: These costs include rail renewal, compromise joints, ballasting, ties, tie plates, angle bars, crossing materials and installation of all these items.

b. Remainder of crossing area: Oregon DOT, Highway Division

16. Who will pay for such construction and in what proportion?

a. Between the rails and for a distance of two feet outside thereof:

Oregon DOT, Highway Division

b. Remainder of crossing area: Oregon DOT, Highway Division

17. Who will maintain the crossing?

a. Between the rails and for a distance of two feet outside thereof:

Southern Pacific Transportation Co.

b. Remainder of crossing area: Oregon DOT, Highway Division

18. Who will pay for said maintenance?

a. Between the rails and for a distance of two feet outside thereof:

Southern Pacific Transportation Company

b. Remainder of crossing area: Oregon DOT, Highway Division

19. If automatic protective devices are (to be) installed at the crossing, please answer the following:

a. What type of device will be used to activate them?

(Each track at the crossing should be covered in the answer. Example: Main track--predictor units; Spur tracks--island circuits.)

Track Circuits

b. If automatic gates are to be installed, are there any overhead wires or other obstacles which might impair the operation of the gate arms? No

If so, describe the obstacles, identify the owner and make the owner a party of interest in this matter.

SECTION III. Separated Crossings

20. At the crossing, the highway will be ________ (above/below) the railroad tracks.

If the highway is to be below the railroad, will the abutments be protected by impact attenuators? ________ (yes/no)

If no, please give reasons why attenuators are not necessary:

21. Who will construct the structure?

a. ________

b. ________

22. Who will pay for such construction?

Name of Party	Percent of Cost

23. Who will maintain the structure?

   a. Up to the bottom of the beams except for the beam-bearing assemblies:

   ____

   b. All highway appurtenances: ______________________________

   c. Above the bottom of the beams plus the beam-bearing assemblies:

   ____

   d. Railroad tracks, railroad drainage and all railroad facilities:

   ____

24. Who will pay for said maintenance?

   a. Up to the bottom of the beams except for the beam-bearing assemblies:

   ____

   b. All highway appurtenances: ______________________________

   c. Above the bottom of the beams plus the beam-bearing assemblies:

   ____

   d. Railroad tracks, railroad drainage and all railroad facilities:

   ____

25. Who will pay for damage to the structure caused by motor vehicle traffic on the highway? ______________________________

26. Is a temporary impairment of standard clearance on the railroad necessary during the construction period? __________

   If so, describe (and attach complete drawing): ______________________________

   ____

   ____

   ____

   ____

27. Is a temporary crossing at grade necessary during the construction period?

______
(yes/no)

If so, answer questions 11, 12, 13, 14, 15 and 16 in Section II and attach a complete drawing. The exact railroad milepost location of the temporary grade crossing is: ____________________.

How long is it contemplated that this temporary crossing will be necessary? (Furnish specific dates, if possible.) ______________________________

____

SECTION IV. -- PERMANENT CROSSING CLOSURE

(If an existing crossing is to be closed in connection with the construction of a new crossing, a crossing alteration and/or signalization project, or a separation project, please so indicate in item 40 of this form. If all parties of interest are expected to agree to such a closure proposal and if the closure proposal is not expected to be a matter at issue in a public hearing before the Commissioner, an answer to item 30 below is not required, but answers to the remaining items in this section are requested. If it is anticipated that the proposed closure will be a matter at issue in this proceeding, please provide a response to all items in this section.)

28. Name and location of crossing to be closed (if different from crossing described in items 3, 4 and 5 of this application):

____

____

____

(Please furnish railroad milepost, city or nearest railroad station, county, name of public highway, name of public authority with jurisdiction, and name of railroad company, branch, or other track.)

29. Describe in detail the two most likely alternate routes available to serve the same function served by the crossing to be closed:

Route A: ____

____

Route B: ____

____

30. How much circuity is involved in the use of each of these two alternate routes as measured from the midpoint of the area served by the existing crossing to major destination points or junction points with the route presently used?

Example: Route A-- 1500' additional to reach points SE of existing crossing; -0- feet to reach points NE of existing crossing; 2800' additional to reach points directly E of existing crossing.

Route A: ______________________________

____

Route B: ______________________________

____

31. Do either of these alternate routes involve use of another railroad-highway crossing? If so, which other crossing, how is it protected, and approximately how much traffic will be added to it if the crossing closure is granted?

Route A: ______________________________

____

Route B: ______________________________

32. Will emergency services to or from the area served by the crossing to be closed be adversely affected? ________ (yes/no)

If yes, please include the appropriate Fire Department or Fire District and the appropriate local police agency as parties of interest in this matter under item 6 herein, and explain how much the effect will be and whether or not other steps can be taken to overcome this adverse effect: ______________________________

____

____

____

33. What protective devices are currently installed at the crossing to be closed?

____

____

34. Will a pedestrian and/or bicycle crossing be maintained at the site of the crossing to be closed? ________ (yes/no)

35. Who will close the crossing? ______________________________

36. Who will bear the expense of closing the crossing? ______________________________

____

37. Who will maintain the barricades, if any, at the closed crossing?

38. Who will pay for said maintenance?

SECTION V. -- (To be completed by all.)

39. List all crossings located within one-half mile of the subject crossing in this matter and describe how they are protected: CM-719.12, 2 flashing lights
CM-719.20-C, none
CM-719.22, CM-719.30, CM-719.38, CM-719.46, CM-719.50-C, CM-719.54,
CM-719.57-C, CM-719.62, CM-719.63, CM-719.65, CM-719.69-D, CM-719.71-C,
CM-719.72, CM-719.79-C, CM-719.94-C - all none

40. Upon completion of this project, will it be possible to close any existing crossings in the area? No (yes/no)

If yes, list and explain:

If no, explain why not: All necessary for the orderly flow of traffic and to provide access.

41. Other items of construction and cost distribution:

* *

42. Are the maps and drawings required by the Division IV Commissioner's Rules and Regulations attached to this application? Yes - Dwg. No. 6U-5 (yes/no)

PLEASE FURNISH SUFFICIENT COPIES OF THE APPLICATION AND DRAWINGS TO ENABLE US TO SERVE ALL PARTIES OF INTEREST (INCLUDING STATE HIGHWAY DIVISION, COUNTY, AND REGIONAL COUNCIL OF GOVERNMENTS) PLUS AN ORIGINAL AND ONE COPY FOR OUR USE.

The following enumerated page(s) have been omitted from this application because no response to the questions and/or information requested thereon is required in this matter: ______________________

Applicant prays for an order permitting construction in accordance with this application, or for such other and further order as may be proper in the premises.

Dated at Salem, Oregon, this 9th day of March, 1976.

______________________ (Applicant)

______________________ (Attorney)

I, [illegible], being first duly sworn, say that I am the applicant in the within entitled cause, and that the foregoing application is true, as I verily believe.

____

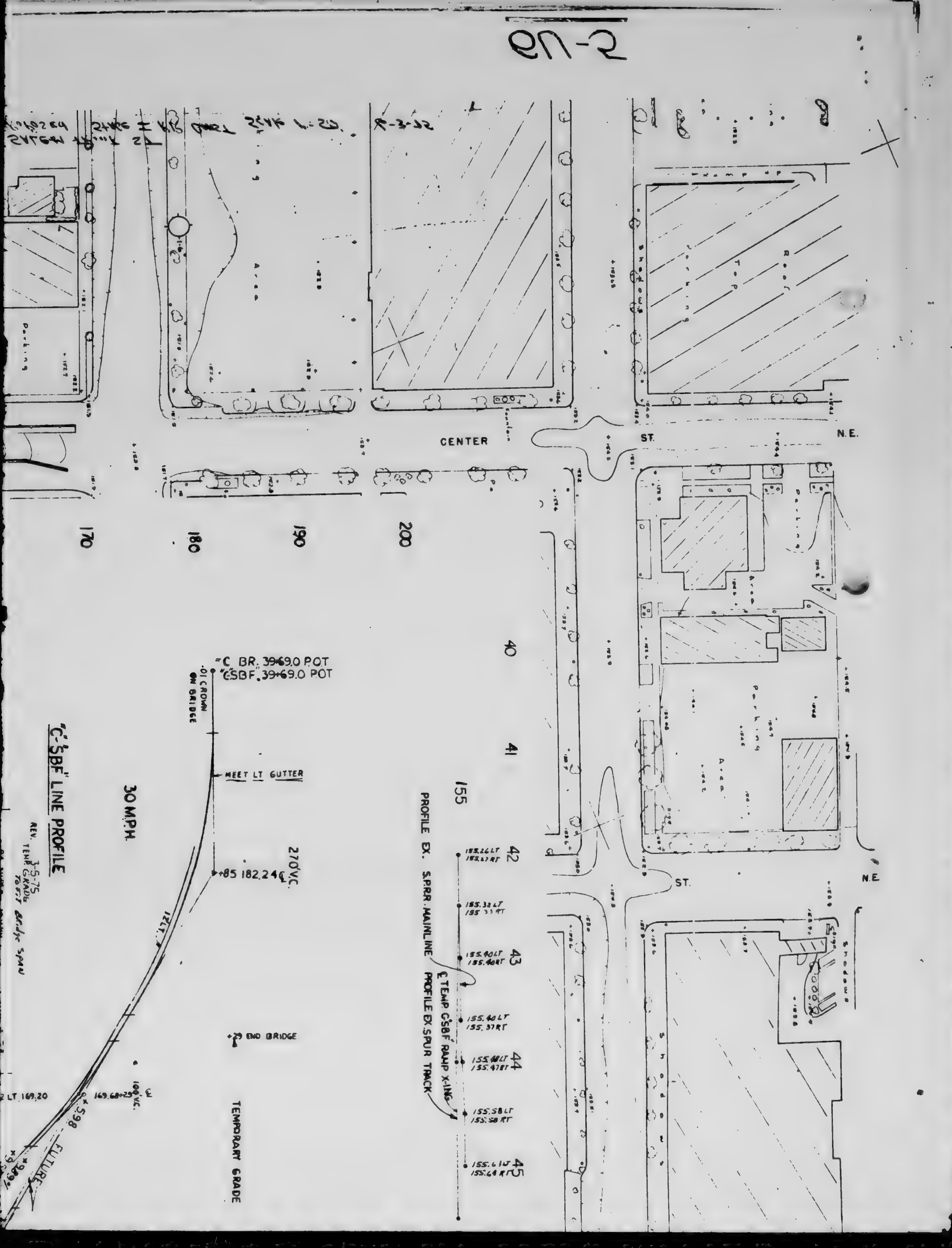
STATE OF OREGON)
) ss.
County of)

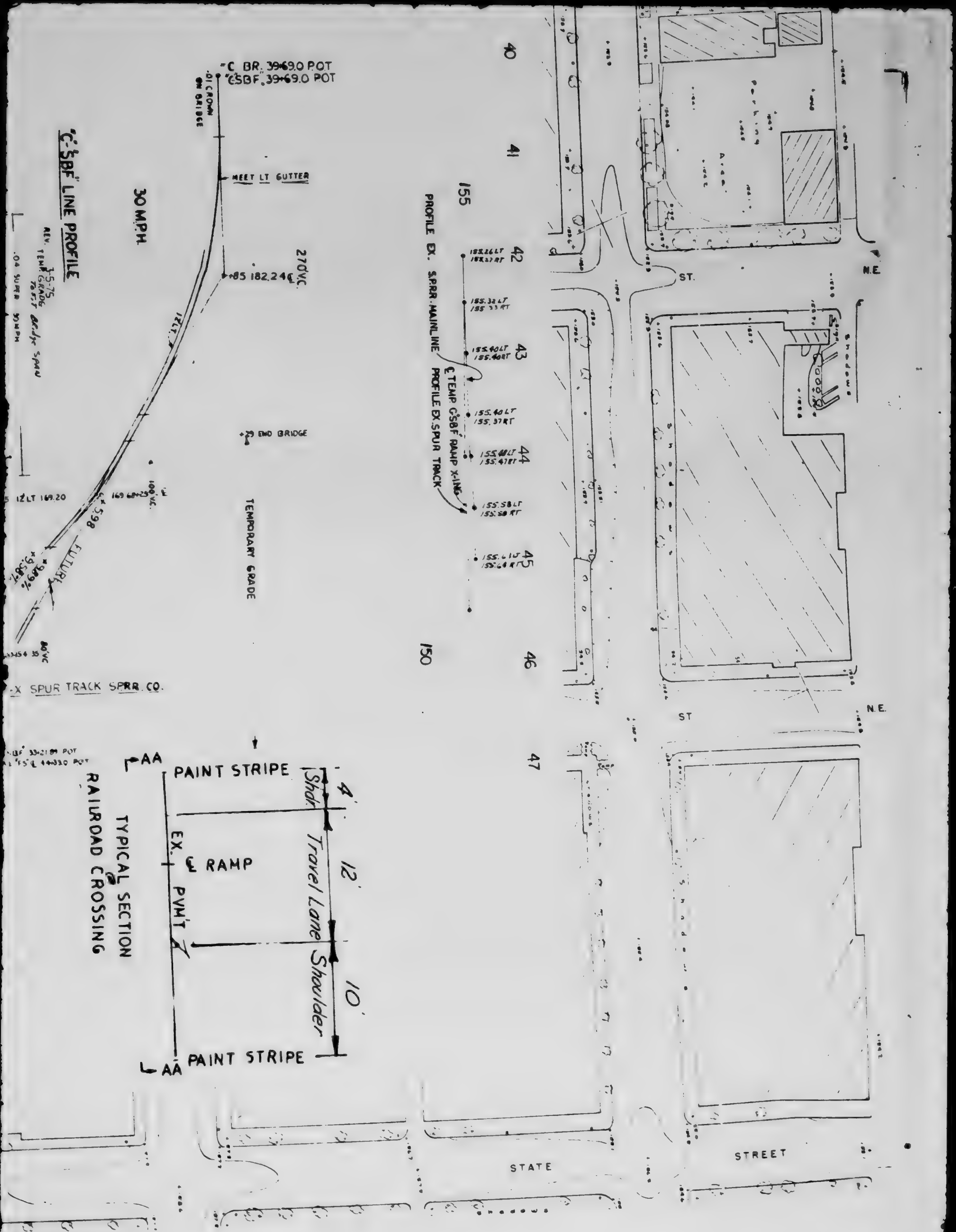
Subscribed and sworn to before me this [illegible] day of March, 197[illegible].

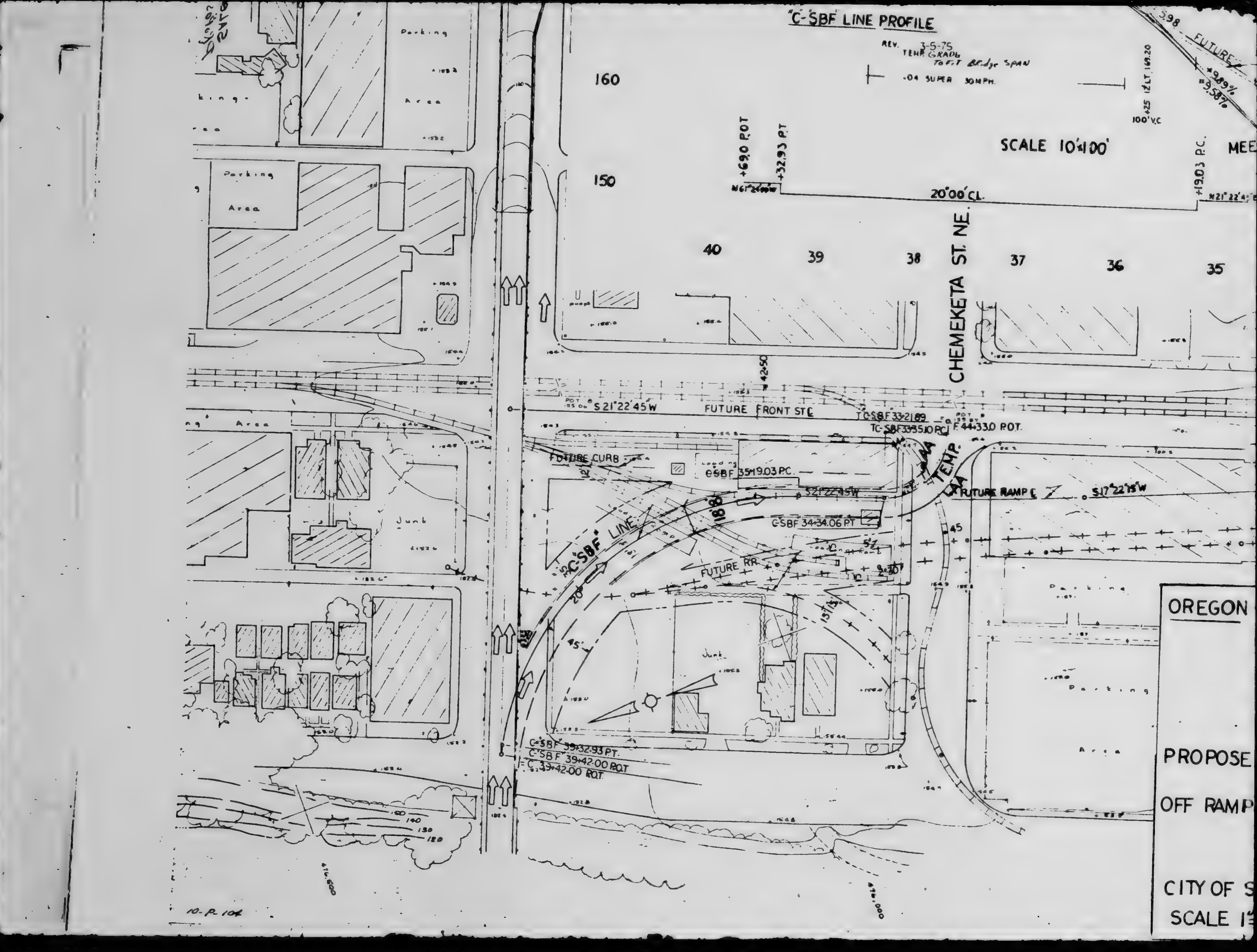
______________________ (Notary Public for Oregon)

My Commission Expires: [illegible]

Form AX-1/75
Signature Page

S-179
CENTER
ST.
N.E.
ST.
N.E.
Parking
Area
Parking Area
Roof Top Parking
170
180
190
200
40
41
42
43
44
45
155
"C-SBF" LINE PROFILE
REV. 3-5-75
TEMP GRADE TO FIT Bridge SPAN
30 MPH
℄ BR. 39+69.0 P.O.T.
℄ "CSBF" 39+69.0 P.O.T.
-.01 CROWN ON BRIDGE
MEET LT GUTTER
+85 182.24
270' V.C.
+29 END BRIDGE
LT 169.20
169.68+25
100' V.C.
+5.98
FUTURE
TEMPORARY GRADE
PROFILE EX. S.P.R.R. MAINLINE
℄ TEMP CSBF RAMP X-ING
PROFILE EX. SPUR TRACK
155.26 LT
155.27 RT
155.32 LT
155.33 RT
155.40 LT
155.40 RT
155.40 LT
155.37 RT
155.46 LT
155.47 RT
155.58 LT
155.58 RT
155.61 LT
155.64 RT

"C" BR. 39+69.0 POT
"CSBF" 39+69.0 POT
.01 CROWN ON BRIDGE
MEET LT GUTTER
"C-SBF" LINE PROFILE
30 M.P.H.
270 V.C.
+85 182.24
+29 END BRIDGE
100 V.C.
169.60+29
12 LT 169.20
5.98
FUTURE
TEMPORARY GRADE
PROFILE EX. SPRR. MAINLINE
℄ TEMP CSBF RAMP X-ING
PROFILE EX. SPUR TRACK
155
150
40
41
42
43
44
45
46
47
155.26 LT
155.27 RT
155.32 LT
155.33 RT
155.40 LT
155.40 RT
155.40 LT
155.37 RT
155.48 LT
155.47 RT
155.58 LT
155.58 RT
155.61 LT
155.64 RT
80 V.C.
EX SPUR TRACK SPRR. CO.
ST.
N.E.
ST
N.E.
STATE
STREET
AA
PAINT STRIPE
Shdr.
4'
EX.
℄ RAMP
Travel Lane
12'
PVM'T
Shoulder
10'
AA
PAINT STRIPE
TYPICAL SECTION @ RAILROAD CROSSING


"C-SBF" LINE PROFILE
REV. 3-5-75
TEMP GRADE
TO FIT BRIDGE SPAN
.04 SUPER 30 MPH.
+25 12 LT. 169.20
100' V.C.
SCALE 10'=100'
598
FUTURE
+9.89%
+9.58%
160
150
+69.0 P.OT
+32.93 P.T
N61°24'00"W
20'00" C.L.
+19.03 P.C.
N21°22'45"E
MEE
40
39
38
37
36
35
CHEMEKETA ST. NE.
Parking Area
Parking Area
Parking Area
Junk
Junk
+42+50
S21°22'45"W
FUTURE FRONT ST. C.
TC-SBF 33+21.89
TC-SBF 33+55.10 P.C.
F 44+33.0 P.OT.
FUTURE CURB
C-SBF 35+19.03 P.C.
S21°22'45"W
C-SBF 34+34.06 PT
"C-SBF" LINE
188'
TEMP.
"AA"
"AA"
FUTURE RAMP C.
S17°22'15"W
45
FUTURE RR.
20'
45'
151'
C-SBF 39+32.93 P.T.
C-SBF 39+42.00 P.OT
= C 33+42.00 P.OT.
160
140
130
120
10-P-104

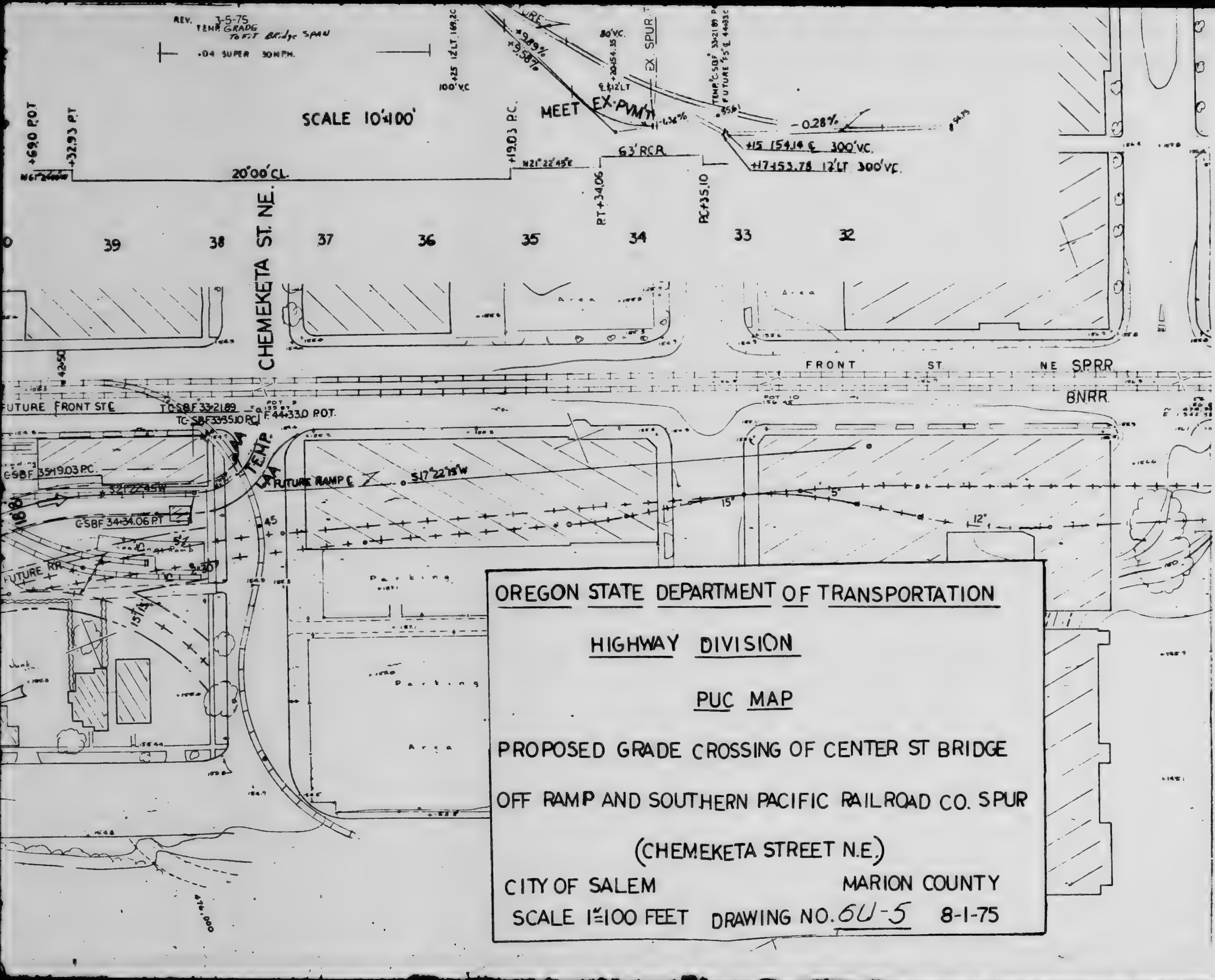
OREGON

PROPOSE

OFF RAMP

CITY OF S

SCALE 1"


REV. 3-5-75
TEMP. GRADE TO FIT Bridge SPAN
.04 SUPER 30 MPH.
SCALE 10'=100'
+69.0 P.O.T.
+32.93 P.T.
20'00' C.L.
+19.03 P.C.
N21°22'45"E
MEET EX. PVM'T
63' R.C.R.
P.T.+34.06
P.C.+35.10
+25 12' LT 169.2C
100' V.C.
+9.89%
+9.58%
+20454.35
80' V.C.
EX. SPUR
TEMP. C.SBF 33+21.89 P.C.
FUTURE "FS" ℄ 44+33 C
-0.28%
+15 154.14 ℄ 300' V.C.
+17+153.78 12' LT 300' V.C.
39
38
37
36
35
34
33
32
CHEMEKETA ST. NE.
FRONT ST NE
S.P.R.R.
B.N.R.R.
42+50
FUTURE FRONT ST ℄
T.C. SBF 33+21.89
T.C. SBF 33+35.10 P.C.
F 44+33.0 P.O.T.
TEMP.
GSBF 35+19.03 P.C.
S21°22'45"W
GSBF 34+34.06 P.T.
FUTURE RAMP ℄
S17°22'15"W
FUTURE RR
15°
5°
12°
45
Parking
Parking
Area
Area
Area
Junk

OREGON STATE DEPARTMENT OF TRANSPORTATION

HIGHWAY DIVISION

PUC MAP

PROPOSED GRADE CROSSING OF CENTER ST BRIDGE

OFF RAMP AND SOUTHERN PACIFIC RAILROAD CO. SPUR

(CHEMEKETA STREET N.E.)

CITY OF SALEM MARION COUNTY

SCALE 1"=100 FEET DRAWING NO. 6U-5 8-1-75

March 8, 1976

641-H

Mr. B. T. Van Wormer
Director of Public Works
City of Salem
City Hall
Salem, Oregon 97301

Dear Van:

It is a pleasant surprise to have something cost less than anticipated. I share your good feelings but for a different reason.

We are committed to spend the District 3 share of the $25 million bond sale in District 3. The share is $2,522,000. We have agreed to extend the ramp terminal from the Center Street Bridge at such time as the right-of-way is clear and we have also agreed to pay an appropriate pro rata share for the right-of-way involved in the ramp. These commitments appear to more than equal the monies remaining for expenditure in District 3.

I'm sorry we just do not have any additional funds to commit to your Division Street-Front Street project at this time.

Sincerely,

F. B. Klaboe, Administrator
and State Highway Engineer

bc: E. S. Hunter
L. W. Rulien
C. O. Fredrickson

LWR:bb srb

CITY
OF SALEM,
OREGON

February 27, 1976

Mr. Fred Klaboe
State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

RE: Center Street Bridge Ramp Funds
and Front Street Project

Dear Fred:

Over this morning's paper I asked my wife how I could persuade Fred Klaboe to commit his ramp savings to help us bail out the Front Street Project. She said; "You might just try asking him!" And Fred, that's exactly what I'm doing.

We had good fortune yesterday on our Center Street Bridge Ramp bids. It's the first bit of good news since the original $7.46 Million State Bond allocation for the Front Street Project. That State commitment though is now down to $1.5 Million. But we're putting in all of our City money. Our whole $6.3 Million Bond monies are committed. We're trying to piece together a "minimum workable" project, even without the $6 Million State share.

But our latest estimates show we may still be $1/4 Million short. Will you now hold to your $1.5 Million ramp commitment on the project? Will you put the $200,000 ± "savings" from the ramp towards building the 4-lane diagonal tie from Front to Commercial north of Union?

Best regards, Van

B. T. VAN WORMER
Director of Public Works

BTV:skl

PROJECT MANAGEMENT
MAR - 2 '76
REFER TO
FOR

Info	Investigate	R/D	Action	File	Letter	[illegible]

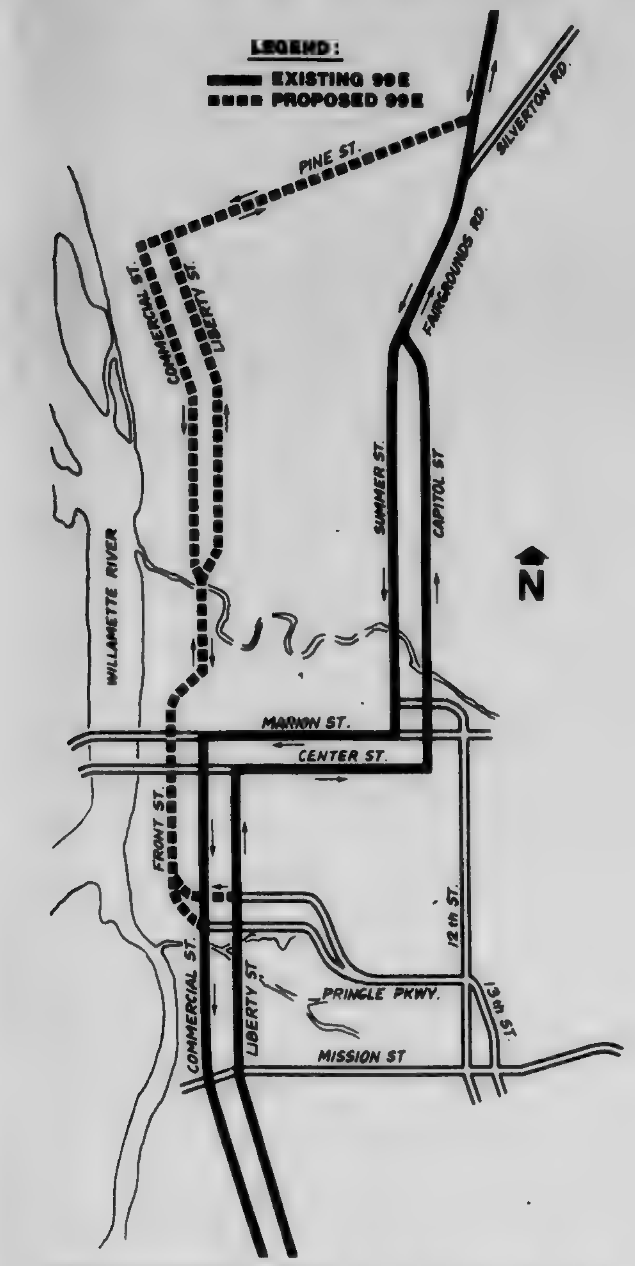
RECEIVED
STATE HWY ENGR
MAR 1 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		X				

3-4-76

PUBLIC NOTICES

NOTICE OF PUBLIC HEARING
HIGHWAY 99-E REDESIGNATION


LEGEND:
EXISTING 99E
PROPOSED 99E
PINE ST.
SILVERTON RD.
FAIRGROUNDS RD.
COMMERCIAL ST.
LIBERTY ST.
SUMMER ST.
CAPITOL ST
N
WILLAMETTE RIVER
MARION ST.
CENTER ST.
FRONT ST.
12th ST.
PRINGLE PKWY.
13th ST.
COMMERCIAL ST.
LIBERTY ST.
MISSION ST

NOTICE IS HEREBY GIVEN to all interested persons and the general public that a hearing will be held before the Common Council of the City of Salem, Oregon, on Monday, March 8, 1976, at 7:30 p.m. in the City Council Chambers, Civic Center, Salem, Oregon, for the purpose of considering the redesignation of a portion of Highway 99-E thru Salem.

Highway 99E is proposed to be redesignated along portions of the Front Street Bypass, north Commercial-Liberty Couplet, and Pine Street. The 99E designation would be removed from portions of Portland Road, Fairgrounds Road, Summer Street, Capitol Street, Liberty Street and Commercial Street.

ANY PERSON wishing to speak either for or against the proposed redesignation may do so at the public hearing. Also, written statements may be filed with the City Recorder, Room 206, City Hall, Salem, Oregon. Additional information may be obtained by contacting Mr. Ralph Lambert, City of Salem, Department of Public Works, Room 325, City Hall, phone 588-6188.

Betty J. Marsh
City Recorder

OS Mar. 2, 3, 4, 1976

2.

salem
CITY
OF SALEM,
OREGON

January 28, 1976

Mr. Ed Hunter
Asst. State Highway Engineer
Oregon State Highway Division
140 Highway Building
Salem, Oregon 97310

RE: Appraisal Review - Front Street Project

Dear Mr. Hunter:

The proposed State/City Front Street agreement calls for the State to review the right-of-way appraisals at no cost to the City. We agree to this portion of the agreement. We wish to begin negotiations immediately after the agreement is signed. Please complete the appraisal reviews now.

Very truly yours,

B. T. Van Wormer
B. T. VAN WORMER
Director of Public Works

bg

cc: Jay Bruce Boyd, OSHD
S. Douglas Van Dyke, Traffic Engr.
Larry Glassock, Comm. Develop.
Ralph Lambert, Project Engr.

JAN 29 '76
REFER TO

NOTED
E. S. HUNTER

Boyd is proceeding
with review.
ESH

NOTED
R. L. [illegible]

RECEIVED
FEB 3 1976
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
FEB 3 '76
REFER TO
FOR
Info | Invs | F.D. | D.R. | Sign. | Act | File

PRINGLE CREEK PARKWAY - FRONT STREET BYPASS
STEERING COMMITTEE

Minutes No.: 15
By : Ralph W. Lambert, RWL Secretary January 26, 1976
Meeting Date: January 19, 1976
Time: 10:00 A.M. to 12:30 p.m.
Place: Public Works Conference Room

Attendance: B. T. Van Wormer, Chairman; Robert Briscoe, Ed Hunter, Larry Rulien, Jim Chidsey, Jerry Rien, Ralph Lambert, Robert Moore, Robert Maxey, Jerry Gooley, Jeanne Giordano, Larry Glassock, Jim Walker, Cliff Curry, Doug Van Dyke, Dave Van Dyke.

NOTED
E. S. HUNTER

1. Front Street Bypass

a) C-SBF Ramp Construction and BNRR Depot Relocation

Jim Chidsey reported that Burlington Northern has signed the Depot relocation agreement, but he has not received it yet. Burlington Northern will be out of the present depot by April 1, 1976.

Finalizing plans for and construction of the new depot will require about 12 months. The new depot will be located in the North Salem Industrial Park. In the iterim, Burlington Northern will operate out of a temporary office trailer to be located on their property near the deaf school. Jim Walker is to check with the neighborhood, Inspections Division, and the City Attorney's office regarding possible problem areas associated with the temporary office tailer.

The present depot will be sold at public auction by O.S.H.D. Arrangements will be thru Neil Flanagan, OSHD Property Management. The depot is to be removed from the site by May 1, 1976.

The ramp construction contract is scheduled for bid opening on February 26, 1976. (Note: Following the meeting I called John Day, OSHD Specifications, regarding the length of the contract. The contract is set for 400 calendar days = 13.3 months. RWL) The City is to provide OSHD with a site location for the relocated railroad depot building. This information is to be added to OSHD's plans, for the contractor's information.

b) Boise Cascade Package

A meeting was held on December 23, 1975 with City staff and Boise Cascade Paper and Container Division personnel. City staff submitted our proposal to Boise Cascade. Jim Walker indicated we should have a response from Jim Falstrom of the Paper Division by January 31, 1976. There is a meeting scheduled this afternoon with City staff and Doug Carter of the container Division to discuss railroad relocation to the container plant. (Note: Meeting held. Doug Carter is reviewing the City's railroad relocation proposals and the container plants' future needs. He will be meeting Monday, January 26, 1976 with Boise Cascade management personnel from Boise, Idaho. Jim Walker expects to hear from Doug by the middle of next week. RWL)

RECEIVED
FEB 4 1976
Office of
[illegible] Highway [illegible]

c. Right-of-way appraisals

Most appraisals in, except those in the vicinity of the north diagonal and Union Street railroad swing track.

Appraisals are also in forthe one-half block needed for the northbound Front Street to Marion Street Bridge on-ramp (NBF-M). Due to lack of funds the City will not acquire these parcels in the near future.

The City's last information letter to property owners was August 11, 1975. The phasing and timing of the project has significantly changed since that time. The City needs to update property owners on our anticipated activities and scheduling.

d. Interim Plan

Ralph Lambert distributed a status report on the $6.3 million Bond Transportation Projects. The Front Street Bypass-99E Rerouting interim plan is described in this status report.

The Portland Road-Pine Street intersection improvements may not be able to be funded for awhile. Jerry Rien said there does not appear to be FHWA Title 2 Safety funds presently available. Ed Hunter is to further check into this funding problem.

There seems to be some question on the need for railroad drop gate protection on Pine Street and the N. Commercial-Liberty couplet at B.N.R.R. Jim Chidsey informed the committee these are about 230, more or less, on the Oregon P.U.C. priority list for added crossing protection. Therefore, the drop gates probably are not needed at this time.

Ed Hunter mentioned that City Council probably should conduct a public hearing on the proposed 99E redesignation prior to formal approval of the redesignation agreement. Bob Briscoe is to check with the City Attorney on this matter. Larry Rulien will also check with OSHD legal counsel, and report back to Bob Briscoe.

e. City State project agreement

B. T. Van Wormer sent OSHD a revised draft agreement by letter dated January 16, 1976. Ed Hunter said the agreement was mostly acceptable. There are still a few problem areas to be resolved, as follows:

1) Need for railroad drop gates at B.N.R.R. crossings of Pine Street, and N. Commercial-Liberty Couplet.

2) OSHD reimbursement to the City for certain deferred projects.

Ed felt these areas could be resolved by the end of next week.

As soon as Van receives the final agreement, he will schedule a steering committee meeting for adoption. Then the agreement will be ready for City Council and Transportation Commission adoption.

2. Ferry and Trade Streets

Southern Pacific Railroad is awaiting a reply from Burlington Northern on rail service changes. Then Southern Pacific can finish their Employee Union Settlement Agreement. City Manager Moore is to contact Burlington Northern to keep the process moving.

3. 13th Street Extension

Status - The project is 47% complete and shut down for the winter.

Landscaping behind sidewalks - Ralph Lambert presented a Parks Department proposal for a change order to the State's contract. This change order would add landscaping and irrigation along the east side of 13th Street from Mill Street to Shelton Ditch between the back of sidewalk and the right-of-way line; and along the west side of 13th Street from 12th Street to Leslie Street between back of sidewalk and Shelton Ditch. Total estimated cost for this change order including engineering would be $22,500. If FHWA approves the change order, the City's 11% share would be $2,475. The Steering Committee approved this requested change. Parks Department will make some minor plan revisions, and Ralph Lambert will transmit the City request to Loran Weber O.S.H.D.'s Resident Engineer.

Willamette University has asked the City, what we intend to do with the recently acquired 32 foot strip of future 12th Street right-of-way from Bellevue Street to Mill Street. The area is being used by Ram Pub patrons as unimproved parking. Steering Committee approved closure of the two driveways along 12th Street into this area. These closures are to be done by City crews at an estimated total cost of $700.00. Landscaping and irrigation of this area is estimated to cost (including engineering) $5,500. Parks Dept. will check with Willamette University on irrigating from Willamette's irrigation system, and also on maintenance of the area.

4. Bellevue Street Widening

This project is 88% complete. Work is progressing on illumination, traffic signals, and landscaping.

5. Air Quality Status

The CBD Air Quality study is to be completed by the end of February. There may be some critical problem areas that will need further study. These further studies should be done by the end of May. Carl Simons is our contact with D.E.Q. (Linda Willis is no longer with D.E.Q.). Carl is Linda's old boss.

cc: B.T. Van Wormer
Robert Briscoe
✓ Ed Hunter
Ralph Lambert
Robert S. Moore
Richard Armstrong
William Juza
Dave DeMartino
Robert Maxey
Jeanne Giordano
Jim Walker
Larry Glassock
Edward Sigurdson
Doug Van Dyke
Jerry Rien

January 21, 1976
RWL

NOTED
E. S. HUNTER

STATUS REPORT
CAPITAL IMPROVEMENT BOND FUND
$6.3 MILLION TRANSPORTATION PROJECTS

Bond Election - May 28, 1974

Streets	$ 6.3 Million
Storm Drains	3.2 Million
Total	$ 9.5 Million

1st Bond Sale - October 9, 1974

Streets	$ 1.5 Million
Storm Drains	0.5 Million
Total	$ 2.0 Million

Summary of funds spent or commited to date for Street Projects:

13th Street Extension (City's 100% share)	=	$ 130,000
Bellevue Street Widening (Construction & R/W)	=	950,000
Pringle Creek Parkway - Church to Winter (Portion outside Urban Renewal Boundary)	=	28,000
Front Street R/W Acquisitions to date	=	333,000
Total to date		$1,441,000 ±

Project Status:

13th Street Extension - Mission Street to Bellevue Street

Construction is about 47% complete. The project is shut down for the winter. Completion of the contract is scheduled for November 1, 1976, however, it should be open to traffic by mid-summer.

Bellevue Street Widening - Winter Street to 12th Street

Construction is about 88% complete. The project was opened to traffic November 18, 1975. Work is progressing on illumination, traffic signals and landscaping. Final completion of the landscaping is subject to good weather conditions. Project completion will be sometime this spring.

Pringle Creek Parkway - Church Street to Winter Street

Construction Complete.

Pringle Creek Parkway - Commercial Street to Church Street

Work on this project is deferred pending Southern Pacific Railraod settlement, and Front Street Bypass construction.

Front Street Bypass

The Center Street Bridge to southbound Front Street (C-SBF) Bridge ramp is scheduled as follows:

Advertise for bids	February 5, 1976
Bid Opening	February 26, 1976
Construction	15 to 18 months

The Riverfront Committee has throughly studied the remainder of the Front Street Bypass project. Their recommendations were presented to City Council in several reports, the most recent one dated November 24, 1975.

Appraisals for both fixtures and real estate have been made for most of the parcels required for Front Street. These appraisals are now being reviewed by City and OSHD staff.

OSHD is to contribute $7.4 million to Front Street. However, they are experiencing decreased revenues and can presently only commit about $1 million for the Center Street Bridge off-ramp. The Highway Department does not know when they will be able to sell enough bonds to complete their obligation to the Front Street Bypass project.

Due to OSHD's bond sale problems, City and State staff have been investigating an "Interim Plan" for Front Street. The Interim Plan would allow the rerouting of 99E off of Commercial and Liberty Streets in downtown Salem, thereby allowing other related Riverfront activities to proceed.

The City could defer several bond fund transportation projects and apply all of our remaining bond funds to the Interim Plan. Deferred projects would be:

1.	Ferry - Trade Street Improvements (Commercial to Church Streets)	$ 985,000
2.	State - Court Couplet Etal	300,000
3.	N. Commercial-Liberty Couplet Widening	960,000
	Total	$2,245,000

By deferring these projects, the City could apply roughly $4.8 million towards Front Street and other needed improvements to effect a rerouting of 99E.

The hereinafter described interim plan would be a temporary measure until such time as OSHD can sell the remainder of their bonds. Then OSHD could proceed with the ultimate construction of Front Street and reimburse the City, so that the deferred projects can be completed.

99E Rerouting

State Highway 99E is proposed to be rerouted thru Salem as shown on the attached map. Highway 99E would be rerouted along portions of: Front Street, N. Commercial-Liberty Couplet, and Pine Street. The 99E designation would be removed from portions of Portland Road, Fairgrounds Road, Summer Street, Capitol Street, Liberty Street and Commercial Street.

Interim Plan

City and OSHD staff tentatively agreed that the following work must be done prior to the rerouting of 99E: (final agreement subject to City Council and Transportation Commission approvals)

Pine Street

1. Improve Portland Road intersection, by providing northbound left turn pocket, southbound right turn pocket and revised signalization. This work is proposed to be done as a Title 2 Safety Project, funded entirely from FHWA and OSHD funds.

2. Install railroad drop gates at BNRR. The estimated cost is $40,000. The City is requesting that this project be funded 90% by FHWA, and 10% State and local share, with 75% of the State and local share comming from the State Railroad Protection Fund. Therefore, City costs would equal approximately 2.5% of the total cost of $1,000.

3. With this work, Pine Street will handle anticipated traffic until 1985.

N. Commercial-Liberty Couplet

1. Pine Street intersection revisions at Commercial-Liberty couplet.
    a. Install traffic signal at Pine and Commercial Street intersection
    b. Provide larger curb radius at southeast corner of Pine and Liberty Street intersection.

    Total cost for a. and b. above, for construction and small amount of right-of-way needed is estimated at $50,000. This would be 100% City cost.

2. Install railroad drop gates at BNRR on both Commercial and Liberty Streets. Estimated cost $80,000 - city costs (as per Pine Street above) 2.5% of $80,000 = $2,000.

3. Eliminate all on-street parking along most of Commercial and Liberty Streets from Pine Street to Division Street. Sign and restripe both streets for two traffic lanes centered between existing curbs. Estimated City cost is $6,000.

4. With this work, the N. Commercial-Liberty couplet can handle anticipated traffic until 1985 or 1990.

Front Street Bypass

The most important elements in the movement of traffic along Front Street; and the reduction of thru traffic on Liberty and Commercial Streets in the Central Business District; are, in priority, as follows:

1. Relocate the railroad tracks out of Front Street
2. Construct north diagonal from Front Street to Commerical Street
3. Construct Center Street Bridge off-ramp to SB Front Street
4. Construct south diagonal from Front Street to Commercial Street

5. Develop State-Court couplet, Etal
6. Construct NB FrontStreet to Marion Street Bridge on-ramp

As mentioned above, OSHD will award a contract for the Center Street Off-Ramp to southbound Front Street this year.

For the rerouting of 99E along Front Street, the following work must be done:

1. Remove parking along west side of Commercial Street from "D" Street to Division Street.

2. Widen the west side of Commercial Street from "D" Street to Division Street to accommodate two lanes northbound and three lanes southbound.

3. Install a traffic signal at the Commercial and Division Streets intersection.

4. Acquire necessary right-of-way and construct a diagonal connection between Commercial at Division Streets and Front at Union Streets. This diagonal would accommodate two lanes of traffic in each direction. Front Street to the north would be realigned to connect to the new Front Street diagonal.

5. Acquire necessary right-of-way and relocate the Burlington Northern Railroad to it's ultimate location on the west side of Front Street from Division Street to Trade Street. This railroad relocation would include new spurs to Boise Cascade's fry warehouse, sulfer unloading facility, and chip unloading facility. Also included, is realignment of the Union Street Railroad Bridge approach tracks to the north, thus avoiding a railroad-vehicle conflict on the Front Street Bypass.

   Relocation of Boise Cascade's container plant rail service, to the east side of the building, is not necessitated by the Front Street Project. Therefore, it is not eligible for funding from this bond fund. The City is applying for Block Grant funding for this railroad relocation.

6. Remove existing railroad tracks from Front Street and repave track areas, between Division and Trade Streets.

7. Eliminate on-street parking, as necessary, along most of Front Street from Division Street to Trade Street.

8. Restripe Front Street for two lanes each direction plus left turn pockets as necessary. A merge lane is to be provided for the Center Street Bridge to southbound Front Street off-ramp. Median curbing will be installed as necessary to control left turns.

9. Construct larger curb radius at southeast corner of Union and Front Streets.

10. Install traffic signal and railroad crossing protection (drop arms) at Front and Court Streets intersection.

11. Acquire necessary right-of-way and construct larger curb radius at northeast corner of Front and Ferry Streets.

12. For the rerouting of 99E, Front Street from Ferry Street to Trade Street can be converted to two-lanes southbound, and Trade Street from Front Street to Commercial Street can be converted to two-lanes eastbound, along with the construction of a larger curb radius at the northeast corner of Front and Trade Streets.

    However, our negotiations with Boise Cascade, indicate a dislike for such a plan. It appears we will need to go ahead and construct the southerly diagonal in order to negotiate with Boise Cascade.

13. Costs for Front Street Interim Plan with both the north and south diagonals are as follows:

Right-of-way acquisition and relocation	-	$ 3,500,000
Building Demolition	-	30,000
BNRR relocation including spurs and necessary building modifications	-	390,000
Street construction	-	490,000
Signing	-	25,000
Illumination	-	75,000
Traffic and Railroad signals	-	175,000
Landscaping	-	25,000
Total		$ 4,710,000

NOTES:

A. By not constructing the southerly diagonal the temporary savings is $80,000 in construction and $300,000 in right-of-way.

B. These costs also assume a net cost exchange of $0 with Boise Cascade. In exchange for certain properties the City needs for Front Street, we propose to vacate certain portions of Trade Street, Front Street, State Street, and an alley north of State Street and west of Front Street, to Boise Cascade. If we are lucky we may even obtain some money from Boise Cascade.

Ferry and Trade Streets

1. Construct larger curb radius at southeast corner of Commercial and Ferry Streets. Estimated cost $1,500.

2. Construct larger curb radius at southwest corner of Liberty and Ferry Streets. Estimated Cost $1,500.

3. Convert Trade Street to one-way east-bound from Commercial to Liberty Streets, with a west-bound fire lane along the south curb line. This would include removal of the Southern Pacific tracks and pavement restoration of the track area. Estimated cost $15,000.

4. Revise traffic signals on Trade Street at Commerical and Liberty Streets. Estimated cost $10,000.

5. Other interim items that need to be done along Ferry and Trade Streets (although not needed for 99E rerouting) are as follows:
    a. Install traffic signals on Trade Street at High and Court Streets. Estimated cost 2 signals @ $35,000 = $70,000.
    b. Interconnect traffic signals along Trade and Ferry Streets @ $15,000.
    c. Remove railroad tracks from Trade Street from Liberty Street to the east side of 12th Street and restore paving, etc. Estimated cost $60,000.

Southern Pacific Employee Union Settlement

The City will need to pay Southern Pacific Railroad $100,000 or less, due to loss of service to Boise Cascade and West Salem. The money is needed for Southern Pacific to satisfy certain employee labor union requirements regarding no longer needed personnel.

INTERIM PLAN

City Fund Cost Summary

Project		Total Costs
Pine Street		
Portland Road Intersection	$ 0	
BNRR Crossing	1,000	
Total		$ 1,000
N. Commercial Liberty Couplet		
Pine Street intersection signalization, etc.	$ 50,000	
BNRR Crossings	2,000	
Eliminate Parking & center traffic lanes	6,000	
Total		$ 58,000
Front Street Bypass		
R/W acquisitions, relocation	$3,500,000	
Demolition and site clearance	30,000	
BNRR relocation	390,000	
Street construction	490,000	
Signing, illumination, traffic signals	275,000	
Landscaping	25,000	
Total		$4,710,000
Ferry & Trade Streets		
Corner cuts on Ferry	$ 3,000	
RR track removal on Trade, Commercial to Liberty, etc.	15,000	
Traffic signal revision on Trade @ Commercial & Liberty	10,000	
Install traffic signals on Trade @ High and Church	70,000	
Traffic Signal interconnect	15,000	
Remove RR tracks and surface restoration from Liberty to 12th	60,000	
Total		$ 173,000
Southern Pacific Employee Union Settlement		100,000
Total Funds Needed		$5,042,000
Total Bond Funds Available by deferring certain projects		$4,800,000
Deficit		$ 242,000

Sources of funds to cover deficit:

1. The City portion of the Pine Street at Burlington Northern railroad crossing drop gates is not eligible for funding from the Capital Improvement Transportation Bond Fund. This $1,000 City expense should be financed from the General Fund.

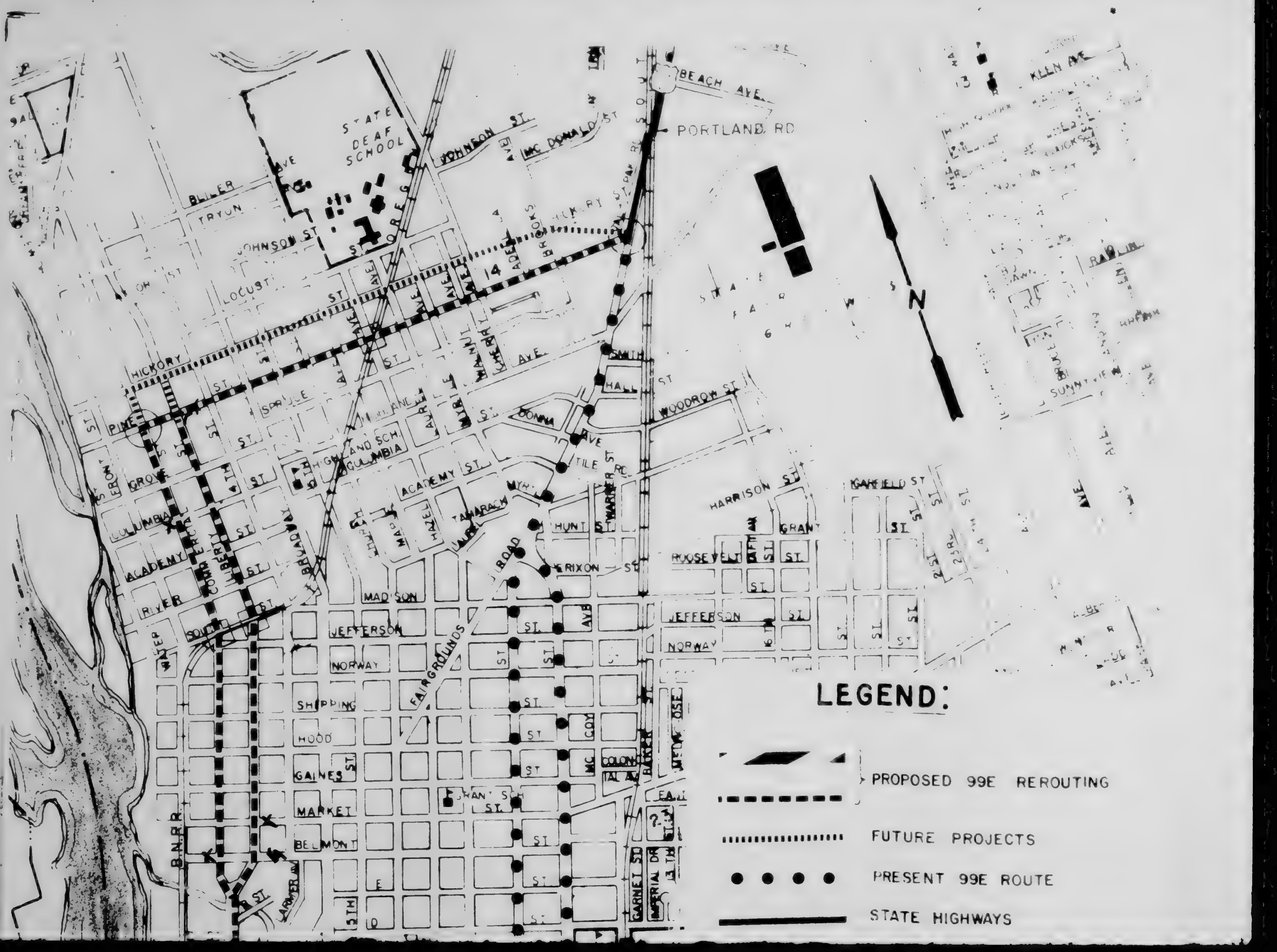
2. As part of the Bellevue Street widening project, the City and Willamette University traded certain properties. The City paid Willamette University $325,000 for needed street right-of-way. Willamette University, in turn, paid the City $325,000 for certain vacated street right-of-ways. This $325,000 paid to Willamette University came out of the Transportation Bond Fund. The check from Willamette is to go into the General Fund right-of-way account. Possibly a portion of this money could be placed back in the bond fund for use on this interim plan.

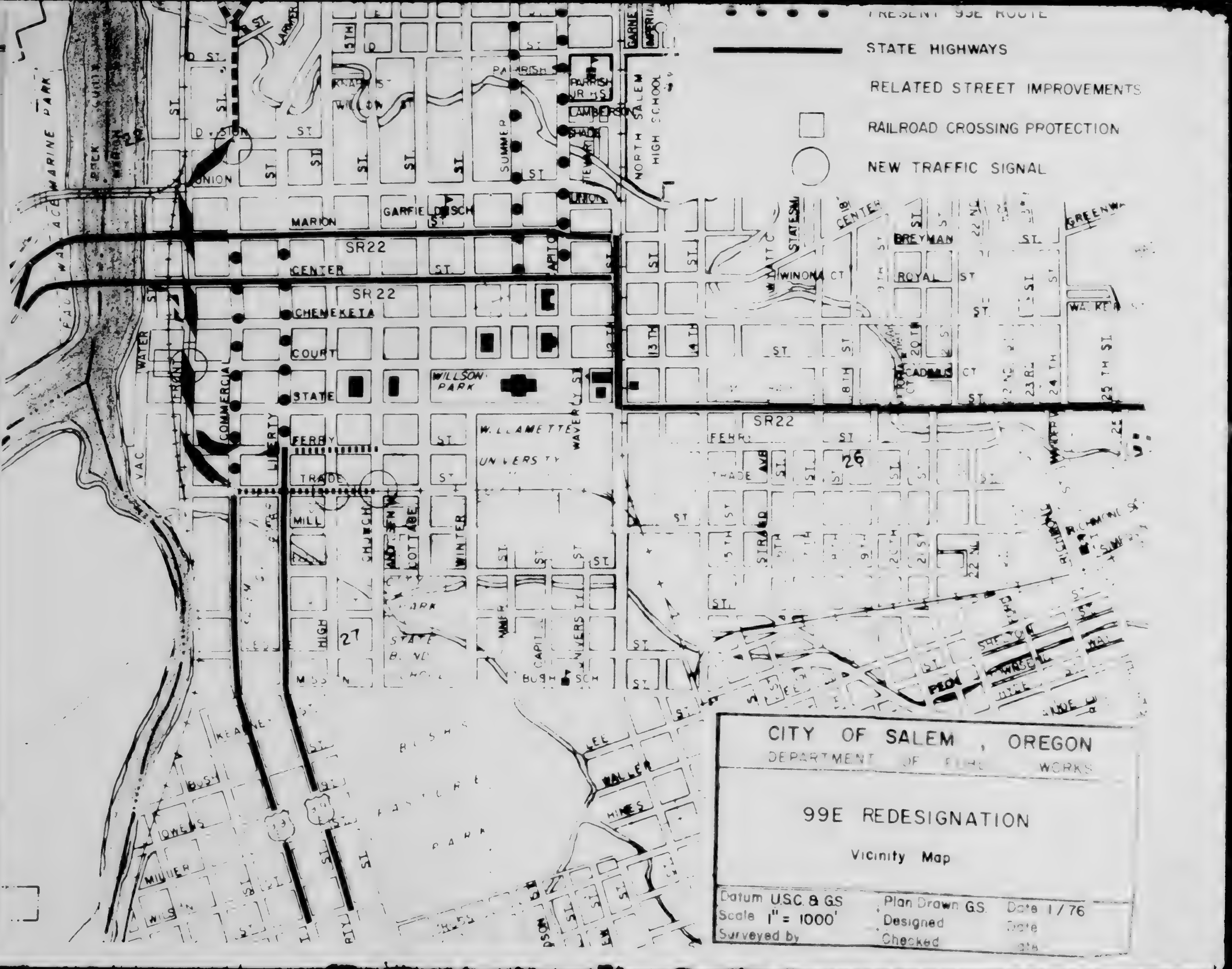
3. The City has $1.9 million remaining in tax allocation bond authorization. Some of these bonds could be sold to pay for construction along the Front Street Bypass or the Ferry-Trade Streets section of the Pringle Creek Parkway.

INTERIM PLAN

TENTATIVE SCHEDULE

City Council & Transportation Commission approve 99E Rerouting agreement	February, 1976
City Council approve Front Street Bypass Interim and ultimate designs and right-of-way	February, 1976
City Council approve Front Street relocation plan	February, 1976
City Council authorize a bond sale to Finance the interim plan	February, 1976
Money from bond sale available	April, 1976
Right-of-way negotiations and condemnations along Front Street	12-18 months
Site clearance of parcels	As available
Construct miscellaneous projects not affected by railroad relocation	1976 and 1977
Finalize agreement with Southern Pacific and Burlington Northern Railroads	December, 1976
Relocate Burlington Northern Railorad complete	Spring-Summer, 1977
Complete Front Street interim construction	1978
Complete Ferry-Trade Streets interim construction	1978
Reroute Highway 99E	1978-1979
Construct ultimate plans for Front Street, Ferry-Trade Streets, N. Commercial-Liberty Couplet, Pine-Hickory Couplet, etc.	As funds are available


LEGEND:
PROPOSED 99E REROUTING
FUTURE PROJECTS
PRESENT 99E ROUTE
STATE HIGHWAYS
N
STATE DEAF SCHOOL
STATE FAIR GROUNDS
PORTLAND RD
BEACH AVE.
KEEN AVE
JOHNSON ST.
MC DONALD ST
OREGON
BILLER
TRYON
LOCUST
HICKORY
PINE
FRONT
GROVE
COLUMBIA
ACADEMY
RIVER
WATER
COMMERCIAL
LIBERTY
4TH ST
BROADWAY
SPRUCE
HIGHLAND SCH.
LAUREL
MYRTLE
WALNUT
CHERRY
ADELLA
BROOKS
HICKORY ST
14
HAZEL
TAMARACH
CHURCH
MAPLE
FAIRGROUNDS
ROAD
HUNT ST
ERIXON ST
WARNER ST
TILE RD
DONNA AVE
HALL ST
SMITH
WOODROW ST
HARRISON ST
GARFIELD ST
GRANT
ROOSEVELT
MADISON
JEFFERSON
NORWAY
SHIPPING
HOOD
GAINES ST
MARKET
BELMONT
LARMER
B.N.R.R.
5TH
MC COY
COLONIAL
BAKER
MELROSE
GARNET ST
IMPERIAL DR
13TH ST
SUNNYVIEW
BRUCE
23RD
AVE


PRESENT 99E ROUTE
STATE HIGHWAYS
RELATED STREET IMPROVEMENTS
RAILROAD CROSSING PROTECTION
NEW TRAFFIC SIGNAL
MARINE PARK
WATER
FRONT
COMMERCIAL
LIBERTY
UNION
D ST.
MARION
CENTER
SR22
CHEMEKETA
COURT
STATE
FERRY
TRADE
MILL
CHURCH
COTTAGE
WINTER
SUMMER
CAPITOL
WILLSON PARK
WILLAMETTE UNIVERSITY
WAVERLY ST
12 TH
13 TH
14 TH
GARFIELD SCH
PARRISH
PARRISH JR HS
LAMBERSON
NORTH SALEM HIGH SCHOOL
GARNET
IMPERIAL
STATESMAN
WINONA CT
BREYMAN
ROYAL
CADALIS CT
20 TH
24 TH
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STRAND
26
27
HIGH
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WALLER
HINES
KEARNEY
BUSH
OWENS
MILLER
WILSON
RICHMOND
CITY OF SALEM, OREGON
DEPARTMENT OF PUBLIC WORKS
99E REDESIGNATION
Vicinity Map
Datum U.S.C. & GS
Scale 1" = 1000'
Surveyed by
Plan Drawn G.S.
Designed
Checked
Date 1/76
Date
Date

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 24-1444

Salem, Oregon
October 20, 1975

C. O. Fredrickson

FROM: C.O. Fredrickson
REGIONAL ENGINEER

SUBJECT: Oregon 99E Redesignation
Front Street By-Pass
City of Salem

TO: A.D. Olson
PRELIMINARY DESIGN ENGINEER

You requested that we review the proposed Oregon 99E route and offer comments concerning what work must be done to make this route acceptable for the increased traffic.

At the intersection of Pine Street and Portland Road we feel that there definitely will need to be a double left turn with the curb lane being an optional right turn also. Hopefully we will be installing a left turn refuge on Portland Road at this intersection and if the signal is revised to a three phase operation this double left turn from Pine Street will provide some needed added capacity.

The Burlington-Northern railroad crossing at the intersection of Pine and Hazel Avenue needs to be equiped with drop gates. There presently are flashers at this crossing.

At the intersection of Pine and Broadway it may be necessary to prohibit left turns from either direction on Pine Street. This is something that may best be determined after this route is in use.

The radius in the southeast corner of the intersection of Liberty and Pine Streets is fairly sharp however it is offset so that the actual radius available is considerably more than the 25' which is shown on the sketch. We do not feel that any additional work is required at this point.

At the intersection of Commercial and Pine Streets we feel that a traffic signal would likely be required. At the present time there is some delay to Commercial Street traffic at this intersection during the peak hours. At the present time Front Street carries considerably more southbound traffic during the morning peak than Commercial Street north of Pine. With the improved connection to Front Street in the vacinity of Division it would seem likely that Commercial Street north of Pine would carry substantially more traffic than it is now. There are presently two westbound lanes on Pine Street at Commercial Street. The curb lane is a mandatory through movement and the left lane is a mandatory left turn. We feel that the designation for the curb lane should be revised to an optional straight through or left turn movement.

With the exception of a two block area on Commercial between Pine and Columbia Streets we feel that all of the parking must be removed from Commercial and Liberty Streets between Pine Street and Mill Creek. Presently parallel parking is allowed along one side of these two streets and traffic is forced to the curb on the opposite side. This produces a roller coaster effect in the curb lane and substantially cuts down the capacity of these streets since drivers tend to avoid the curb lane. By eliminating the parking the center line would return to the center of the street and an acceptable ride would be obtained. On Liberty Street between Grove and Pine the skip line should taper to the left so that a three lane section could be obtained at the Pine Street intersection. This would allow the right hand lane to be a right turn only lane, the center lane to be a straight through or right turn lane and the left lane would be a straight through or left turn lane. These lanes would be fairly narrow.

The two railroad crossings on Commercial and Liberty Streets should be equiped with drop gates. Both of these are presently equiped with flashing lights.

There is an angle point in both Commercial and Liberty at their intersection with South Street. A minor revision of the west curb line on both of these streets needs to be done to provide a better curvature for the westerly lane of each street.

We understand that a new connection is to be built between Commercial and Front Streets just south of Division Street. We feel that this is necessary in that using Division Street for a connection would be unacceptable.

We concur with the connections shown to Ferry and Trade Streets. The utilization of the existing pavement at the intersection of Front and Trade Streets would be unacceptable because of the proximity to the Boise Cascade Mill and the fact that trucks often block Trade Street at the loading ramp.

RK:bw

cc: Floyd Lacey

Salem, Oregon
October 9, 1975

adOlson
A. D. Olson
Preliminary Design Engineer

C. O. Fredrickson
Region II Engineer

Hwy. 99E Redesignation
Front Street Bypass
Central Salem Development Program
City of Salem
Marion County

As discussed, a part of the overall plan which includes the Front Street Bypass calls for redesignation of Highway 99E south of the underpass. It would go west on Pine Street and then south on the Liberty-Commercial couplet to approximately Division Street where it would tie into the proposed Front Street Bypass.

As usual funding has become a control and it appears that at this time all work will be done with the $1,500,000 state bond money set up for the Center Street ramp and whatever funds are available from the City Bond Fund.

Attached is a report from Jack Sullivan on Pine Street and the Liberty-Commercial couplet with recommendations on additional lane requirements based on with or without I-305 and with or without a Pine Street Bridge. Under any combination it would appear that no increase in number of lanes will be required until 1985. The signal and intersection at Portland Road and Pine Street is presently under study as a Title 2 project.

I would appreciate your review and comments as to what work needs be done on this section to make this acceptable as a redesignated Highway 99E.

ADO:we
Enclosures

Versteeg ✓
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
OCT - 9 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
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Bring Up __/__/__
Other

STATE OF OREGON
Department of Transportation

INTEROFFICE MEMO

TO: Adrian Olson
Preliminary Design Engineer

DATE: September 24, 1975

File No.: Salem

FROM: Jack Sullivan Jack
Urban Studies Coordinator

SUBJECT: Rerouting ORE99E Via Front Street, N. Liberty-Commercial Couplet and Pine Street

At your request, a review of the future traffic on Pine Street and the North Liberty-Commercial Couplet has been completed. The following impacts were noted:

1. The Liberty-Commercial Couplet would need widening to six lanes in 1985 if the I-305 Freeway were constructed without an additional north bridge. The construction of a north bridge, however, would provide enough relief to allow this facility to operate at no worse than level of service "D" until after 1990. Also, if I-305 is not constructed, the widening of the couplet to six lanes would not be necessary before 1990. (See Table 1)

2. Pine Street should not need improving before 1990 if the I-305 Freeway is built. However, two critical intersections will need upgrading before 1990.

   The Portland Road Intersection currently operates at a level of service "F" during the peak hour. With the widening of Portland Road to include a left-turn lane and restriping of Pine Street to allow the optional left-turn from the curb lane (See Figure 1), this intersection will operate at a level of service "C", or better, in 1990 provided that the I-305 Freeway is constructed. Without the I-305 Freeway, a widened Pine Street or a Pine-Hickory Couplet will be required, whether or not a Pine Street Bridge is constructed.

   The Commercial Street Intersection with Pine Street will need widening for inclusion of an additional left-turn lane on Pine Street (See Figure 2) by 1980 whether or not the Pine Street Bridge or the I-305 Freeway is built.

   Without the I-305 Freeway, either a widened Pine Street or a Pine-Hickory Couplet will be needed by 1985 whether or not a Pine Street Bridge is constructed.

HDC:ap
Attachments

TABLE 1

Facility	Existing "D" Capacity 1/	1974 ADT	1990 ADT W I-305 W Pine St. Br.	1990 ADT W I-305 W/O Pine St. Br.	1990 ADT W/O I-305 W Pine St. Br.	1990 ADT W/O I-305 W/O Pine St.
Liberty-Commercial Couplet	25.0	14.1	21.7	33.4	15.8	24.3
Pine Street	20.0	13.5	17.8	14.3	27.0	24.9

1/ With improvements at Commercial Street and Portland Road as shown in Figures 1 and 2.

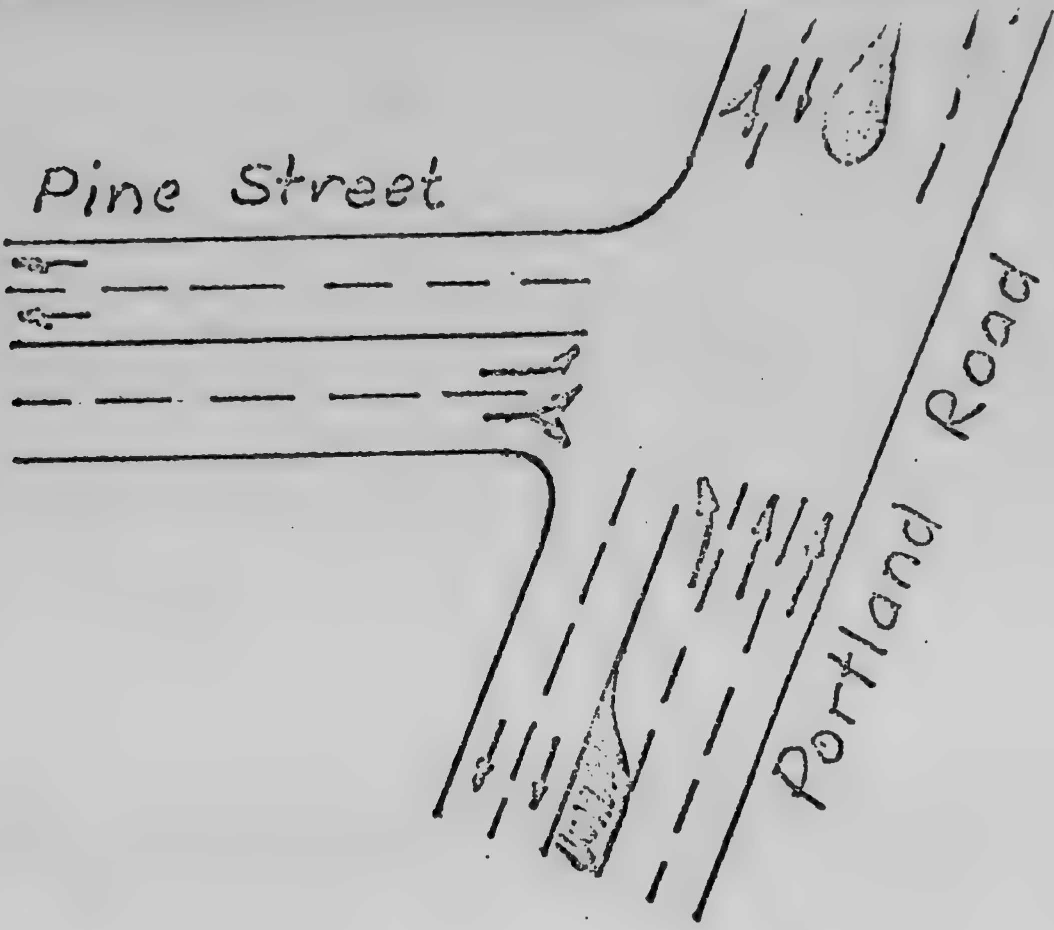

Pine Street
Portland Road

FIGURE 1

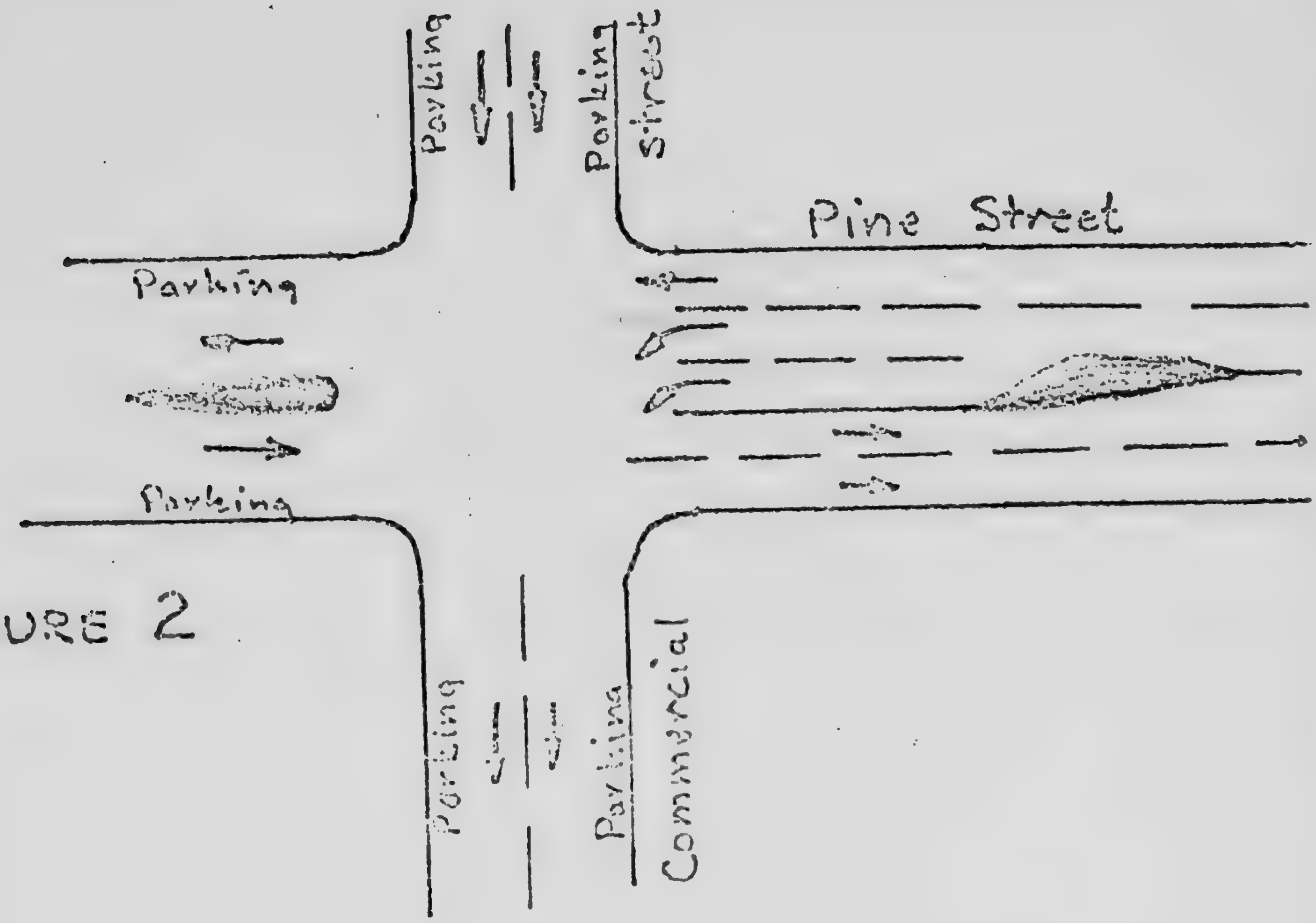
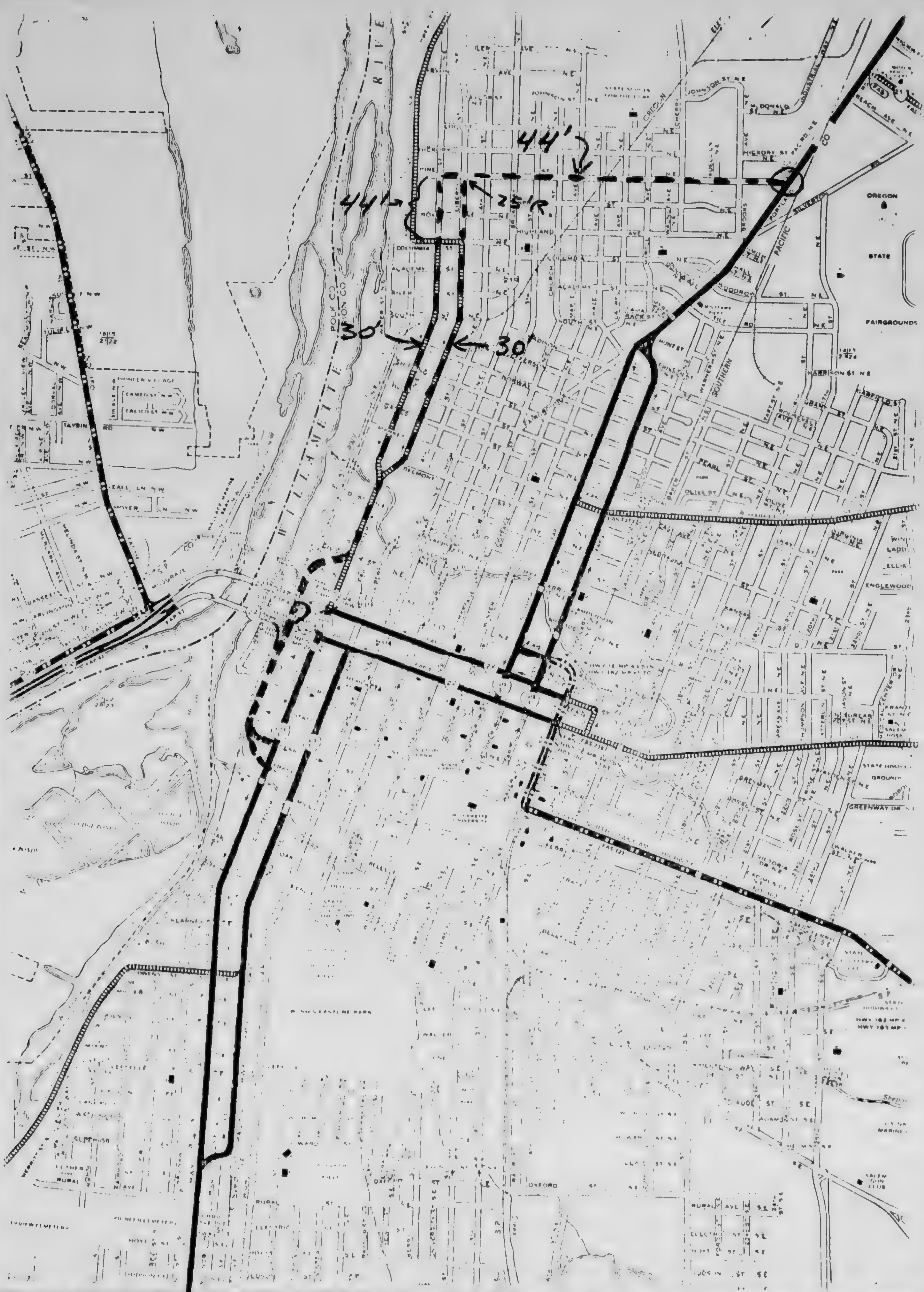

Parking
Parking
Street
Pine Street
Parking
Parking
Parking
Parking
Commercial

FIGURE 2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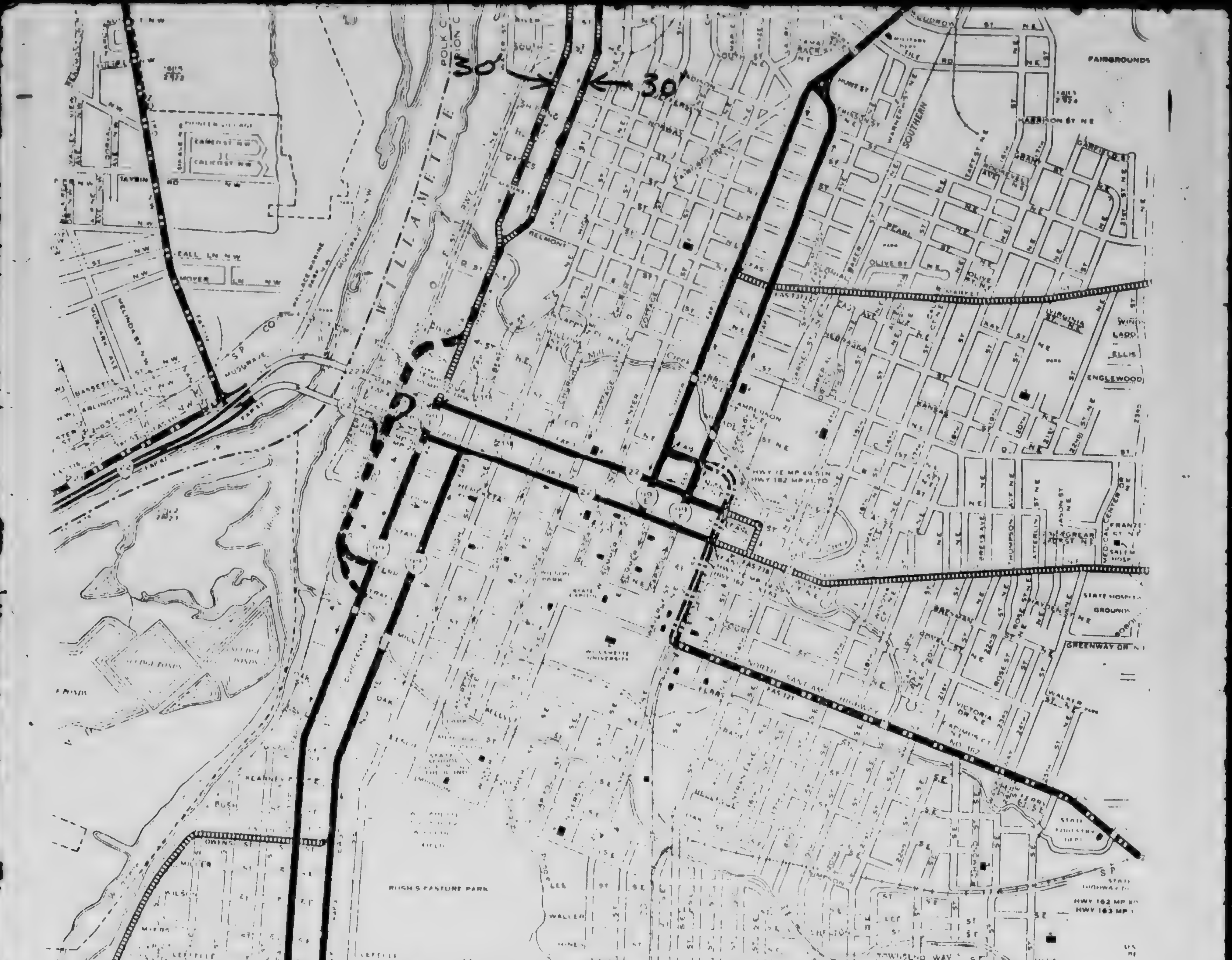
WILLAMETTE
RIVER
POLK CO
MARION CO
JOHNSON ST NE
McDONALD
HICKORY ST
PINE
HIGHLAND
COLUMBIA ST
ACADEMY
SOUTH
WOODROW
SILVERTON
HUNT ST
SOUTHERN
PACIFIC
CO
OREGON
STATE
FAIRGROUNDS
HARRISON ST NE
BELMONT
PEARL ST
OLIVE ST
KANSAS
VIRGINIA
ELLIS
ENGLEWOOD
STATE HOSPITAL GROUNDS
GREENWAY DR
PIONEER VILLAGE
CAMEO ST NW
CALICO ST NW
TAYBIN RD NW
MOYER LN NW
BEACH AVE NE
OXFORD
RURAL AVE
ELECTRIC ST
HOYT ST
SUPERIOR
SALEM GUN CLUB


30'
30'
WILLAMETTE
FAIRGROUNDS
HARRISON ST NE
SOUTHERN
PEARL
OLIVE ST
VIRGINIA ST NE
ENGLEWOOD
HWY 1E MP 49.51N
HWY 162 MP 1.70
STATE HOSPITAL GROUNDS
GREENWAY DR
WILLAMETTE UNIVERSITY
NORTH SANTIAM HIGHWAY
STATE FORESTRY DEPT
HWY 162 MP
HWY 163 MP
RUSH'S PASTURE PARK
MUSGRAVE
SP
OXFORD ST
Shelton
SALEM GOLF CLUB
T. 7 8S. R 3W. W.M

Robert E. Lindsey, Mayor

CITY
OF SALEM,
OREGON
City Hall / 555 Liberty St. S.E.
Zip Code 97301

RECEIVED
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SEP 22 '75
REFER TO
Schroeder
FOR

Info	Inves	R/D	D/R	Sign	Act	File
✓						✓

NOTED
E. S. HUNTER

CC Boyd
Versteeg
Fredrickson
[illegible]

September 19, 1975

Mr. J. G. Edwards, Superintendent
Burlington Northern, Inc.
Box 571
Portland, OR 97207

Mr. A. W. Kilborn
Assistant to Vice-President
Southern Pacific Transportation Company
520 S. W. Yamhill
Portland, OR 97204

RE: FRONT STREET AND TRADE AND FERRY CONSTRUCTION PROJECTS WHICH INVOLVE THE RELOCATION OF BURLINGTON NORTHERN AND SOUTHERN PACIFIC RAIL LINES

Gentlemen:

I would like to thank you for meeting with us to discuss the critical timing and responsibility questions for this community's very important traffic improvements. As you are all now aware, we are operating with a very tight time schedule which necessitates a close working relationship to resolve remaining questions. With close cooperation we can accomplish this project which means so much to Salem.

This letter will follow the outline used in our meeting. I hope it accurately summarizes the current status of the projects and identifies the responsibility for follow-up action.

I. IMPROVEMENTS TO TRADE AND FERRY STREETS, INCLUDING REMOVAL OF SP TRACKAGE

This project is scheduled for construction in the spring of 1976.

NOTED
R. L. SCHROEDER

A. Southern Pacific/Burlington Northern Agreement for Transfer of Rail Service

BN SUBMIT
DRAFT

Both railroads indicated that no formal agreement had been reached. There has only been an agreement in principle. The next step is for BN's legal department to submit a revised draft of the contract to Southern Pacific for review and signatures. Both railroads indicated there should not be a delaying factor in reaching these formal agreements.

B. Southern Pacific/City of Salem Agreement for the Trade Street Track Abandonment

SP/CITY
AGREEMENT

The City/Southern Pacific agreement is needed to establish cost responsibilities and technical aspects of the rail removal, and is needed prior to the time-consuming ICC application which is discussed later in this letter.

The critical item is the SP labor contract which specifies payment to employees who may lose their jobs as a result of this agreement. Mr. Kilborn indicated this may involve five to seven people. Southern Pacific's action now is to negotiate the costs involved with the unions, and get these costs to the City of Salem quickly for our analysis. This is to be followed up by Mr. Babers of Southern Pacific.

SP NEGOT.
LABOR
COSTS &
INFORM
CITY

The actual track removal would normally be done by a private contractor through a contract let by Southern Pacific. Southern Pacific wants to retain salvage rights to the rails.

The City must acquire some property from Southern Pacific in order to accomplish the Front Street Project. This item was not discussed at length. The City has sent formal notice of its intent to acquire the properties to Mr. Paul Carbon of the Southern Pacific Company, Real Estate Department.

CITY
ACQUIRE
SP PROPERTY

Mr. Kilborn indicated that as far as he could tell at the moment, there would be no other costs involved in the Southern Pacific/City of Salem agreement.

C. ICC Application for Abandonment of Southern Pacific Tracks

SP SUBMIT ICC APPLICATION

Normally, a period of six months could be required for processing the ICC application. Prior to this application, all details between the City of Salem and Southern Pacific, and the agreement between Southern Pacific and Burlington Northern will have to be resolved. The major hang-up here may be that Southern Pacific must furnish a solution to the labor problem to ICC. Southern Pacific will be responsible for preparing the application. Mr. Kilborn felt that the City could be of no immediate help in this preparation.

D. Burlington Northern/City of Salem Agreement for Temporary Track Relocation on Front Street

BN/CITY AGREEMENT TRACK RELOCATION

This temporary track relocation needs to be completed prior to removal of Southern Pacific trackage on Trade Street to meet spring, 1976, construction work on Trade Street.

Problems in current plans for temporary track relocation around the Boise Cascade plant were noted by Hal Moy. In order to solve these critical problems, a meeting will be set up immediately following Labor Day between Mr. Moy and personnel of the City of Salem, State Highway Division, and Boise Cascade to resolve the technical problems. The City will take responsibility for handling any easement required from Boise Cascade in order to accomplish the railroad right-of-way.

CITY/BOISE CASCADE EASEMENT

The City will contract for actual rail construction except where trackage is in Burlington Northern right-of-way. In that case Burlington Northern would undertake construction work. Mr. Moy indicated that he does not believe Burlington Northern has any responsibilities in sharing costs involved in this track relocation.

CITY CONTRACT FOR RAIL CONSTR.

E. PUC Application for Temporary Track Relocation

CITY/STATE HIGHWAY PUC APPLICATION

Don Still of the PUC office said that a PUC application may be necessary for the track relocation. However, he reserved judgment until he could observe a final plan for the work. The City, with the assistance of the State Highway Division, will be processing this application. It appears that because all parties would be in agreement, there will not be a time problem in processing the application.

F. Boise Cascade/City Agreement

CITY/BOISE CASCADE AGRMNT

A number of these changes affect Boise Cascade, including costs for changes in their plant, property acquisition, and street vacations. These were briefly discussed. Final resolution of these items is entirely a City responsibility.

Mr. Kilborn of Southern Pacific said he would now study all of the actions required in order to accomplish this work by the spring of 1976. If he sees problems with this date, he will return his comments to the City.

SP TO STUDY ACTIONS TO MEET WORK DEADLINE

II. FRONT STREET BYPASS IMPROVEMENTS FROM MARION STREET TO TRADE/FERRY COUPLET

BN/CITY AGRMNT FRONT ST. TRACK RELOCATIONS

A. Burlington Northern/City Agreement for Permanent Front Street Track Relocations

Hal Moy has studied the drawing furnished to him by the State Highway Division, dated 8/6/75. He found the rail alignment as shown to be unacceptable to Burlington Northern. The problem is that on their main line they will accept a ten degree curvature as the maximum. The drawing submitted shows some 12 to 16 degree curves. Resolving this matter will be the main topic at a meeting to be held between the railroad, City and State personnel after Labor Day as noted above. The swing track to the Union Street Bridge, which is shown at 18 degrees is acceptable. Dimensions for railroad right-of-way were not discussed in detail, but will be worked out in meetings concerning actual track locations.

Hal Moy said that Burlington Northern would prefer to own track right-of-way throughout the Front Street project. The City suggested that a long-term franchise would be a better way to go in this situation. This will have to be worked out in detail after the actual right-of-way is known. The contact person for Burlington Northern on this matter is J. J. Gordon.

The matter of crossing protection was briefly discussed. Mr. Still of the PUC office said he did not believe additional crossing protection in North Salem would be needed. He will study this matter further within the next few days and get back to the City with a confirmation. (Later confirmed that traffic shift itself would not cause additional crossing protection to be required by PUC.)

PUC/CITY CROSSING PROTECTION

The responsibilities for costs of relocation were briefly discussed. This item will have to be deferred until a final design and costs are estimated. Hal Moy of Burlington Northern said he did not feel they should have to bear any costs involved.

DETERMINE
BEARER OF
COSTS

B. ICC/PUC Applications

BN PREPARE
ICC
APPLICATION

It appears that an ICC application will have to be filed in order to accomplish the Burlington Northern railroad alignment. Burlington Northern will be responsible for preparing and submitting the application. The timing does not seem critical at this point.

There will be a number of PUC applications for rail relocation along Front Street. It appears that a separate application will be required for every crossing. Mr. Still said that a thorough analysis would be made as soon as a final design for track location is available. These applications will be submitted by the City with assistance of State Highway.

CITY/STATE
HIGHWAY
PREPARE PUC
APPLICATIONS

C. Construction

CONSTRUCTION
SCHEDULE
FRONT ST.

The beginning date for Front Street construction is to be April 1977. At this time all of the above items will have to be completed in order for construction to begin. Hal Moy of Burlington Northern thought actual track relocation would take three to four weeks, which would precede street construction work. The current schedule is for the entire construction project to be completed in the fall of 1977.

III. CENTER STREET BRIDGE RAMP SOUTHBOUND

STATE HWY.
PREPARE PUC
APPLICATION
& CONSTR.
DOCUMENTS

A PUC application will be needed for this construction project. This application will involve both the traffic crossing at Chemeketa Street, as well as an address change for the depot. The actual PUC applications will be prepared by State Highway in the near future. Construction documents, which are being prepared by the State Highway Division, are proceeding on schedule. A December bid-letting of this contract is expected.

We are anxious to keep our time schedule and urge your continued attention toward completion of these projects. We look forward to periodic progress reports involving all parties.

Sincerely,

Robert Lindsey

Robert E. Lindsey, DDS
Mayor

REL:mm

Encl.: List of Participants at 8/26/75 meeting

RAILROAD-CITY MEETING

August 26, 1975

(Front-Trade Project)

NAME	TITLE	REPRESENTING
A. W. Kilborn	Ass't. to Vice-President	Southern Pacific Trans. Co.
George Kraus	P.R. Manager - N.W.	Southern Pacific Trans. Co.
R. L. Johnston	Assistant Engineer	Southern Pacific Trans. Co.
J. R. Young	Ass't. Div. Engineer	Southern Pacific Trans. Co.
E. K. Brandt	Ass't. To Superintendent	Southern Pacific Trans. Co.
J. W. Carnahan	Trainmaster	Burlington-Northern
H. F. Moy	Div. Reg. Engineer	Burlington-Northern
V. W. Bice	Ass't. Superintendent	Burlington-Northern
R. S. Moore	City Manager	City of Salem
Robert Briscoe	Ass't. City Manager - Community Development	City of Salem
William Juza	City Attorney	City of Salem
B. T. Van Wormer	Director, Public Works	City of Salem
Bud Alkire	Renewal Administrator	City of Salem
Clifford Curry	Planning and Dev. Sup'r.	City of Salem
Jim Walker	Development Engineer	City of Salem
Doug Van Dyke	Traffic Engineer	City of Salem
Ed Sigurdson	City Engineer	City of Salem
J. Bruce Boyd	R/W Engineer	Or. State Highway Division
Ed Hunter	Deputy Highway Engineer	State Highway Division
Donald A. Still	Transportation Specialist	PUC-Rail

NOTICE OF PUBLIC HEARING
ON ESTABLISHMENT OF A ONE-WAY TRAFFIC COUPLET
ON STATE STREET AND COURT STREET

NOTICE IS HEREBY GIVEN to all persons interested and to the general public that a hearing will be held before the Common Council of the City of Salem, Oregon, on Monday, September 22, 1975, at 7:30 P.M. in the Council Chambers, Civic Center, Salem, Oregon, on the question of establishment of a one-way traffic couplet on State Street and Court Street, which couplet would have the following traffic patterns:

State Street - one way eastbound, Front to 13th Street

Court Street - one way westbound, 13th to Front Street

Chemeketa Street - two way, Front to 14th Street.

Before making a decision on this matter, the Council is desirous of obtaining expressions and opinions from interested citizens. Any person wishing to speak either for or against this couplet may do so in person or by attorney at the public hearing. Written statements may be filed with the City Recorder, City Hall, Salem, Oregon.

DATED at Salem, Oregon, this 9th day of September, 1975.

BETTY J. MARSH
CITY RECORDER

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STATE H'WY ENG.
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Info Inve R J D/R Sign Att File

~~ROW 18-2~~

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING SALEM, OREGON 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

September 3, 1975

NOTED
E. S. HUNTER

Burlington Northern Inc.
1101 N.W. Hoyt St.
Portland, OR 97207

Attn: H. F. Moy

Revised Railroad Alignment Plans
Front Street By-Pass
Central Salem Development Program
City of Salem
Marion County

Dear Sir:

Enclosed are four prints of the revised railroad alignment necessary in the Front St. by-pass portion of the Central Salem Development Program in the City of Salem. The proposed Burlington Northern alignment has been revised to indicate a maximum of a 10° curve. It is my understanding that the 17° curve necessary to connect the Burlington Northern tracks with the Southern Pacific Bridge crossing the Willamette River on Division St. has been previously approved by your office.

Please review these plans and inform us as soon as possible of any errors, discrepancies, revisions, etc., which you wish to be made. If you should have any questions regarding this material please contact me.

Yours truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

JEC:jk
Enc.

bc: ~~E. S. Hunter~~
J. H. Versteeg
Adrian Olson
J. B. Boyd
J. L. Sollis

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[illegible] 1975

Ed Hunter
OSHO

PRINGLE CREEK PARKWAY - FRONT STREET BYPASS

STEERING COMMITTEE

Minutes No.: 14
Date: August 28, 1975
Time: 10:00 a.m.
Place: Community Development Conference Room

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Attendance: B.T. Van Wormer, Robert Briscoe, Ed Hunter, Bruce Boyd (OSHD R/W), Larry Rulien (OSHD Project Management Engineer), Ralph Lambert, Cliff Curry, Jim Walker, Doug Van Dyke.

1. 13TH STREET EXTENSION

Ralph Lambert gave an updated status report on this project. The Shelton Ditch Bridge piers and pier caps are poured, and work is progressing on framing the beams. Curb and sidewalk work is progressing in front of the S.P.R.R. Depot. The project is on schedule.

2. BELLEVUE STREET WIDENING

Ralph gave updated status report on this project. Approximately one-third of the base rock is in place. Work is progressing on the irrigation system installation and sidewalk construction. The project is on schedule.

3. TRADE and FERRY STREETS

A. Trade Street Design Alternatives

Jim Walker presented, for the committee's information, three alternate designs for Trade Street between Liberty and Church Streets. These new design ideas are possible due to removal of the S.P.R.R. tracks. The designs presented are as follows:

1. Utilize extra street area for landscaping with no on-street parking.
2. Maximize on-street parking with diagonal parking on the north side and minimal landscaping.
3. Compromise plan with diagonal parking on the north side and a landscaped island separating the travel lanes and the parking area.

The Steering Committee recommended the following:

1. That all of the schemes be colored similiarly (green).
2. That parallel parking be eliminated along the north side of Trade Street between Commercial and Liberty Streets.

Jim Walker said the next step is to take these design alternatives to the Pringle Creek Project Advisory Committee for their recommendations.

B. S.P.R.R. Tract Removal

Jim indicated we are looking toward a May, 1976 track removal date. S.P.R.R. is to apply to the Interstate Commerce Commission for a Certificate of Abandonment.

4. FRONT STREET BYPASS

A. C-SBF Ramp

Ed Hunter stated the bid opening is scheduled for December, 1975. OSHD is drafting an agreement with B.N.R.R. for the depot relocation. The old depot is to be temporarily moved to City property on the west side of the alley in the same block in which it is now located. This depot relocation should be able to start approximately October 15, 1975.

B. Mayor/City Manager's meeting with BNRR, SPRR, PUC, etc.

Cliff Curry is to develop letters to the Superintendents of BNRR and SPRR, summarizing the meeting held August 26, 1975. Carbon copies are to be distributed to all interested parties.

C. City/OSHD Project Agreement

OSHD is in process of revising this agreement per City's comments that were submitted July 29, 1975. However, the future committment of OSHD Bond funds is still the number one problem.

The only OSHD Bond money that is available is the $1.5 Million committed to the C-SBF Ramp project.

Funding options that appear to be available for OSHD's portion of this Front Street Project appear to be as follows:

1. Sell remainder of $150 Million Bond Authorization. This is dependent upon improved motor fuel tax revenues to service the bonds.
2. Federal Aid Urban/Urban Extension Funds. Presently there are only $2.5 million/year for the whole state, and these are pretty well committed. This amount may or maynot change when Congress approves a new Federal Aid Highway Act. (The present Act has expired and for the interim period funding levels will remain unchanged.)
3. A third option would be to use a portion of the newly authorized $50 million state bonding. If used, this would place some committment on future City gas tax revenues.

In summary, any work on the Front Street Bypass, other than the C-SBF ramp, that is to be done in the foreseeable future will need to be done with City funds. Additional OSHD funds are just not available in the foreseeable future.

With this fact in mind, if the City put all of their bond resources towards the Front Street Bypass Project, how much could be done? Doug Van Dyke suggested the following interim Front Street Plan to serve until the remainder of OSHD's money is available.

1. Acquire necessary right-of-way and relocate BNRR out of Front Street.
2. Construct the north diagonal.
3. Construct the south diagonal.

4. Overlay track area and restripe Front Street between existing curbs for 2 lanes each way and left turn pockets as needed.

The City and State are to further study this interim plan for feasibility within available funds. This study will not be completed until right-of-way appraisal costs are available in November, 1975.

D. "Boise Cascade Package"

Cliff Curry indicated there are five parts to this package, namely:

1. Existing conditions
2. Temporary railroad relocations
3. Property transfers
    a. Boise Cascade to City
    b. City to Boise Cascade
4. Permanent railroad relocation
5. Overall future plan

Boise Cascade Paper Division (Jim Falstrom) and Container Division (Doug Carter) are considering this total package. Falstrom and Carter are working through their respective division in Boise, Idaho.

This overall package cannot proceed too far until the relocated railroad alignments are firmed up. To this end, Cliff Curry is setting up meeting's with BNRR, OSHD, Boise Cascade, PUC, etc. to resolve design problems. (Note: Held 9-5-75, RWL).

E. Right-of-way appraisals, etc.

The fixture appraiser (S.M. Dix, Co.) will finish their work week and have their reports in to the City within two to three weeks.

The fee appraisers are just starting their work. These appraisals will not be in to the City until about November 1, 1975.

The City has recently acquired the junk yard on Water Street just south of Center Street. The former owner will do the demolition and the property should be clean in about 45 days.

cc:
B. T. Van Wormer
Robert Briscoe
✓ Ed Hunter
Ralph Lambert
Robert S. Moore
Richard Armstrong
William Juza
Dave DeMartino
Robert Maxey
Cliff Curry
Ted Schneider
Jim Walker
Mort Michelson
Edward Sigurdson
Doug Van Dyke
Jerry Rien

9121

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
AUG 28 '75
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE August 27, 1975

TO Jim Chidsey
Railroad & Utility Engineer

J B Boyd

FROM J. B. Boyd
Right of Way Engineer

SUBJECT Meeting - August 26
Burlington Northern-Southern Pacific
City of Salem
Other Interested Parties

Mr. Ed Hunter and I attended the meeting August 26, in the Mayor-City Manager Conference Room. The meeting was conducted by Mayor Lindsey. The following questions are pertinent to our involvement:

1. Estimate of Costs: It is my understanding from discussions with you that we had agreed to assist the City in the railroad-city communications and coordination. It is obvious that estimates of cost are required on the several items as follows:

   a. The interchange improvement between Southern Pacific and Burlington Northern at Cherry Street.

   b. Stage construction in the vicinity of Boise Cascade.

   c. Total Front Street revision.

2. Design: Why does our design indicate greater than 10° curvature on the mainline of the Burlington Northern. Talking to Jerry Rien, this has been the design for a long time. Mr. Hal Moy disclaimed any knowledge of the curvature prior to the last prints being sent to him. He said that the Burlington Northern could not live with 16° curves on their mainline along Front Street. Please research your diary and other data and determine if our position on this has been made clear previously.

3. Time Schedule: We are at the present time utilizing your data contained in your memo to Jack Sollis. Construct Center Street ramp of December 1975. We are having Tony Viducich rough draft the agreement in order to meet our deadlines as Jack Sollis is extremely busy.

It is suggested that we have a meeting shortly after September 1, involving Burlington Northern, the State and the City regarding the various responsibilities in railroad relocation, cost estimates, etc. I am attaching a copy of the agenda of the meeting of August 26, for you to discuss it with me when I return about September 8. It seems apparent a lot of action must occur if the entire Front Street project can be contracted early in 1977 which was accepted as the target date.

JBB:jk
attachment
cc: Ed Hunter
R. L. Schroeder
J. H. Versteeg

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
August 22, 1975

FILE: ROW 18-4

FROM: J. E. Chidsey
Railroad and Utility Engineer

TO: Jack L. Sollis
Asst. Attorney General

BUILDING

SUBJECT: Construction and Land Exchange Agreement
BN Depot Relocation
Front Street (Salem)
Marion County

I recently had conversation with Mr. Hal Moy of the Burlington Northern Railroad regarding the relocation of the Burlington Northern Railroad depot in the City of Salem on the Center Street bridge ramp project. As you are aware, we have proposed to Burlington Northern to relocate their depot facility from Front Street by acquiring land in the Salem Industrial Park and building them a new depot of their design along with necessary railroad trackage and other facilities in exchange for their existing depot and land to accomplish the construction of the Center Street off ramp southbound. Hal commented that with the recent reorganization that has affected the Portland office, they no longer have anyone in their office who is capable of preparing the necessary agreement document to cover the salient points of this land exchange. He has requested, therefore, that we prepare the necessary agreement.

Attached for your information and use in the preparation of the agreement are the legal descriptions of the parcels of land which are involved in this exchange. Other points to be included in the agreement are:

1. The railroad will design the new depot facility providing the State will award a contract for the construction of the depot.
2. The State will also cause the construction of the necessary team track unloading facility which is to be located at the new depot site.
3. The railroad will install the necessary trackage into the depot facility with the State reimbursing them for expenses incurred in this construction.
4. The State will acquire all necessary permits, licenses, etc. to cover the construction of the depot facility and the related appurtenances such as parking lot, landscape areas, driveways, drainage, etc.

REFERRED TO
___Beard___ ___Reed___
___Cole___ [✓ Sample]
___Eriksen___ ___Watson___
___Hager___ ___Wolfe___
Return Discuss Do [✓ File Copy] Due___
BY FINAL DESIGN ENGINEER

✓

RECEIVED

5. Burlington Northern will give the State possession of the existing depot facility prior to the completion of their new depot facility, locating their depot offices and appurtenant facilities temporarily on their existing property across from the Deaf School. The Burlington Northern will bring in temporary trailer house type of office facility to utilize at this location. The State will pay Burlington Northern rental on this temporary office facility until such time as the new depot is complete. The proposed date of this possession by the State of the BN facilities has not been established as yet, this will be dependent upon the date of the contract award for the Center Street ramp project. It is anticipated that this date of possession would be approximately the first of February, predicated on bids being received by the Oregon Transportation Commission for the construction of the Center Street ramp on December 20, 1975, which is the present schedule.

6. Upon completion of the depot facility and acceptance by the Burlington Northern Railroad, title to the four acre site will be transferred to Burlington Northern by the Oregon State Highway Division and at that time a deed for the Front Street property will be given the Oregon State Highway Division by Burlington Northern.

7. Mr. J. J. Gordon, Regional Property Manager, has asked that the land values be included in the agreement for their income tax purposes. Their site is appraised at $175,000. The value of the new site is $66,000.

Please commence preparation of the rough draft of this agreement and upon completion of the rough draft send a copy of it to me for submission to Burlington for review and comment by them. I will be out of my office on vacation until the second of September. If any questions arise or you find any other information you require in preparation of this agreement, please contact me upon my return.

JEC:ejd

cc: E. S. Hunter
J. B. Boyd
J. H. Versteeg

Salem, Oregon
August 14, 1975

ADOlson
A. D. Olson
Preliminary Design Engineer

Front Street Bypass
City of Salem
Marion County

E. S. Hunter
Deputy State Highway Engineer

As requested we have reviewed the studies of alternate connections from Front Street to the Marion Street Bridge. Attached are Jack Sullivan's latest comments, along with their original (July 1974) report.

The consensus of opinion is that the ramp as originally proposed is the best alternative. To fully realize its capacity and get maximum benefit this ramp should be extended on across the river as an additional lane. This could be done, providing a 32' roadway as on the Marquam Bridge, for an additional $800,000 - $900,000. I am advised that this is the most width that can be obtained. If the lane is not extended across the structure, then the left lane on Marion Street, coming up the bridge, will need to merge right or yield to ramp traffic and will become the controlling factor relative to bridge capacity. This would not affect the design and could be revised, whichever way is tried.

As pointed out in the attachments, the addition of the ramp alone would add about 5,000 ADT capacity to the bridge while including the extra lane would add 10,000 to 15,000 and eliminate or reduce significantly the potential for vehicle conflicts and accidents. Coupled with the Center Street ramp and the Front Street Bypass they would buy considerable relief to the local traffic problem. The data is based on having both the south (Mission) and north (Pine) bridges and would still fully utilize the extra lane.

The left hand on-ramp to the Marion Street Bridge as originally designed should be recommended to the Pringle Creek Parkway Task Force. If it is possible to fund the added lane across the bridge, this should also be considered for construction at the same time.

ADO:jh
Enclosure
cc: Jack Sullivan ✓

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE July 16, 1975

TO J. H. Versteeg
Road Design Engineer

E S Hunter

FROM E. S. Hunter
Deputy State Highway Engineer

SUBJECT Front Avenue
City of Salem

In connection with the City of Salem project for widening and improvement of Front Avenue, they have proposed a ramp from Front Avenue to the Marion Street Bridge to accommodate ~~southbound~~ northbound Front Avenue traffic desiring to cross the river to West Salem. There is a definite need to provide for this move; however, the proposed plan does entail a right hand merge on the Marion Street Bridge which is undesirable. The apparent alternative to the bridge ramp is to circulate this traffic around the existing park immediately north of the Marion Street Bridge. The City objects to this traffic pattern.

checked w/ Hunter [illegible]

The Pringle Creek Parkway Task Force will need to make a decision on this matter in the near future. To do so they will need available the facts concerning the alternatives for providing a south to west traffic connection at the Marion Street Bridge. Please put together a report, including current and projected traffic information, a sketch map and a discussion of the pros and cons of each alternative.

The next meeting of the Task Force is not yet scheduled; however, it will probably occur in the last two weeks of August. If possible, I would like to have your report by that time.

ESH:js

cc: B. T. VanWormer
F. B. Klaboe

1 Versteeg ✓
2 A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
JUL 16 1975
ROAD
DESIGN
SECTION

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Requires Approval ☐
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NOTED
E. S. HUNTER

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING SALEM, OREGON 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

August 14, 1975

Burlington Northern Inc.
1101 N. W. Hoyt Street
Portland, Oregon 97207

Attn: Mr. L. B. Kroft

Re: Stage Track Facilities
Front Street Bypass
Central Salem Development Program
City of Salem
Marion County

Dear Sir:

Enclosed are four prints of the South end of Front Street in the City of Salem, showing four different alternative proposals for switching over to existing Southern Pacific track facilities so that Burlington Northern may operate and serve these facilities.

Alternative number one while being the most desirable from the standpoint of the minimum degree of curvature necessary is, however, the most expensive from the standpoint that the natural gas facility indicated on the drawing would have to be completely relocated. This natural gas facility consists of a great quantity of valves, meters, etc. to regulate the natural gas to the Boise Cascade complex.

Alternative number two will not require the adjustment of this gas facility, and while it consists of 18° curves which will require the relocation of two small Boise Cascade buildings, it is felt to be the most desirable connection from BN trackage to the SP track into the wood chip storage pile.

Alternatives number three and four are variations of the same basic proposal, that is, to utilize the existing Trade Street trackage and then come in on the existing SP connection into the wood chip area. Neither of these options, I feel, would be acceptable to BN inasmuch as it would require train movements across Commercial Street South, and possibly having to retain the trackage as far east as Liberty Street S. E.

It would be appreciated if you would review these four alternative proposals and advise me which, if any, of these are acceptable to Burlington Northern. I might note that alternatives one, and two both require approximately 1.5% grades into the wood chip hopper area.

Form 81-734-3123

Also enclosed are four prints of a profile cross section taking in station 52+90 on Front Street. The cross section indicates the relative position of the relocated railroad track and spur track feeding down into the chip pile on a permanent basis. The proposed profile of the spur track into the chip pile from the North is also shown, and is being supplied to you for your review and comments.

After a review of this information if there is any further information you require, or any comments you have to make please contact me.

Yours truly,

J. E. Chidsey, P.E.
Railroad & Utility Engineer

JEC:ejd

bc: E. S. Hunter
Adrian Olson
J. L. Sollis
J. B. Boyd

STATE OF OREGON
Department of Transportation

INTEROFFICE MEMO

TO: A. D. Olson
Preliminary Design Engineer

DATE: July 24, 1975

File: Salem-General

FROM: Jack Sullivan Jack
Urban Studies Coordinator

SUBJECT: Front Street Ramps, City of Salem

At your request, a review of the traffic forecasts and analyses of the Front Street-Marion Street Bridge ramp alternatives has been made. Attached is a copy of our July 9, 1974 report. Since no decision has been made on the location for a third bridge across the Willamette River, no changes in the traffic forecasts for 1994 were made. These forecasts assume both a south (Mission Street) and north bridge (Pine Street). Another location for a bridge (Pringle Creek) has, however, been studied in the meantime. If this bridge site were selected, then the traffic expected on the ramps would decrease.

A review of the July 9th report indicates that the best solution from capacity, safety and operational standpoints would be to add a third lane across the bridge. This would best satisfy the criteria to maximize use of the on-ramp and reduce traffic on Marion and Liberty Streets. If a third lane is not added, then some potential safety and operational problems could arise. With the direct on-ramp alternatives (Alt I, IIA, IIB, IIC) either the on-ramp or Marion Street traffic will have to stop, yield, and/or merge - all taking place on an up-grade with limited sight distance. Similar conflicts exist with the "around-the-block" alternatives. The added bridge design capacity as controlled by weaving is estimated as low as 3,000 AWD, although, more vehicles, 5,300 AWD to 7,000 AWD, can be expected to enter the bridge (see July 9, 1974 report). The added lane would increase the bridge capacity from 10-15,000 AWD and eliminate or reduce significantly the potential for vehicle conflicts and accidents. This would also provide for a longer period of relief from bridge congestion until a third bridge is constructed.

None-the-less if a third lane is not constructed, the addition of only the on-ramp will increase the capacity of the bridge about 5,000 AWD and reduce traffic on Liberty Street.

A review of the attached report indicates that the "around-the-block" alternative would result in less traffic weaving in 1994 then the direct on-ramp and about a 7,000 AWD increase in capacity. However, the additional distance and time required to circle Marion Square, and the negative impact on Marion Square and increased air and noise pollution would nullify any capacity advantage of that alternative.

81-125-1387

In addition if a south bridge is selected and constructed with good access to West Salem, then an alternative route from the south to West Salem would be provided. This would reduce the weaving traffic on the bridge.

In summary, the construction of a direct on-ramp from Front Street to the Marion Street Bridge with an additional lane across the bridge is the most viable alternative. The reduction of the weaving traffic on the bridge by the "around-the-block" ramp does not outweigh the adverse impacts of that proposal. With good access to West Salem,a new south bridge could also reduce the weave traffic resulting from construction of the direct on-ramp. Thus, with or without an additional lane on the bridge, the direct on-ramp should be more beneficial than the "around-the-block" proposal. However, whether the ramp should free-flow, stop or yield will depend on weighing several factors-such as capacity, sight distance, signing, geometrics.

JS:bp
Attachments
cc: John Hanks
Mark Bovee

STATE OF OREGON
Department of Transportation

INTEROFFICE MEMO

TO: A. D. Olson
Preliminary Design Engineer

DATE: July 9, 1974

FROM: Jack Sullivan
Urban Studies Coordinator

SUBJECT: Front Street Ramps

Introduction

In May, 1974 you requested that we evaluate five design alternatives (see Figure 1 and Figure 2) to connect Front Street to the Marion Street Bridge. The 1980 and 1994 traffic volumes were assigned and capacities were calculated for each of the various alternatives.

Traffic Projections

Traffic volumes for 1980 (Figure 3) were based upon historical growth trends across the existing bridges. No ~~Any~~ additional bridge(s) across the Willamette River was assumed to be completed after 1980. However, the Front Street Ramps and Pringle Creek Parkway were assumed completed. The 1994 volumes (Figure 4) were projected from the 1990 Salem Area Transportation Study U-1 loadings. The U-1 Test System assumed the completion of the Front Street Ramps, the Pringle Creek Parkway, the I-305 Freeway, and the Pine Street and Mission Street Bridges.

Design Alternatives

Five design alternatives for the Front Street Ramps were analyzed.

Alternate I

This alternative merged the two lanes from Marion Street into one before the Front Street on-ramp. The ramp was then allowed to flow freely onto the bridge.

Alternate II

Three variations of this alternative were analyzed. Alternate II-A continued both lanes from Marion Street across the bridge and controlled the on-ramp with a stop sign. Alternate II-B signalized the on-ramp to coincide with the signal at Commercial Street. During Phase I, traffic from Commercial Street would enter the bridge, remaining in the right hand lane, and at the same time the on-ramp would flow freely into the left hand lane. During Phase II, traffic from Commercial Street and the on-ramp would be stopped while traffic from Marion Street was allowed to cross the bridge. Alternate II-C would require the left lane of traffic on the bridge from Commercial and Marion Streets to yield to traffic from the on-ramp.

Alternate III

Alternate III would continue two lanes across the bridge from Marion Street and add a lane across the bridge to allow the on-ramp to flow freely.

Alternate IV

Three variations of this alternative were analyzed. Alternate IV-A routes traffic from Front Street northbound under the bridge to Union Street and around the block to Commercial Street to a free right turn onto the north side of the Marion Street Bridge. The free right turn would be onto an additional lane which would merge into the right lane from Marion Street. Alternate IV-B would merge the right lane from Marion Street into the left lane allowing the around the block lane to flow freely across the bridge. Alternate IV-C would require the right lane from Marion Street to yield to the ramp lane.

Alternate V

Alternate V has an additional lane across the bridge for the around the block traffic on the north side of the Marion Street Bridge.

Traffic Impacts

The total design capacity of each alternative was determined as the total number of vehicles (ADT) that could cross the bridge with a level of service 'C' (design capacity, stable flow, acceptable delays). This number is a summation of the conflicting traffic at various points along the bridge. The traffic signal at Marion and Commercial Streets controlled the number of vehicles that could enter the bridge at that location. The geometric design controlled the number of vehicles that could enter the bridge via the ramp. For different alternatives, either a signal, a stop sign, a yield, or a simple merge was used to control the merging of traffic from the two entrances to the bridge.

Alternate I

The signal at Commercial and Marion Streets would allow 16,600 vehicles per average weekday (AWD) in 1980 to enter the bridge. However, the merging of the two lanes from Marion Street into the right lane would decrease this entrance capacity to 12,000 AWD. The on-ramp, with an additional 10,000 AWD would bring to 22,000 AWD the total number of vehicles entering the bridge. The capacity of the bridge itself under free flow conditions is 22,000 AWD. However, the conflicts in weaving across the bridge will reduce its capacity to 19,800 AWD.

By 1994, the addition of a north and a south bridge will change the traffic patterns on the existing Marion Street Bridge. Changes in the green time at Marion and Commercial Streets will allow 13,000 AWD to enter the bridge by 1994. The on-ramp will add 10,000 AWD for a total of 23,000 vehicles per average weekday entering the bridge. The weave across the bridge will, however, limit the overall capacity of this alternative by 1994 to 18,700 AWD.

Alternate II-A

The design capacity of the intersection as controlled by the signal will be 17,000 AWD in 1980. The stop sign at the ramp will only allow 2,800 AWD to enter the bridge for a total entering design capacity of 19,800 AWD. The capacity of the bridge adjusted for weaving is 20,800.

In 1994, the total volume that can enter the bridge at design capacity will be 20,200 AWD. The weave on the bridge will limit its capacity to 19,800 AWD.

Alternate II-B

Signalization of the ramp to coincide with the phasing of the signal at the intersection will increase the capacity of the ramp to 5,000 AWD in 1980, but will decrease the capacity of the intersection to 14,700. The weaving capacity of the bridge is 20,900 AWD.

By 1994, the entering capacity will increase to 21,000, but the greater volume of weaving will lower the capacity of the bridge to 19,800 AWD.

Alternate II-C

Requiring the left lane from Marion Street to yield at the ramp by 1980, will create a condition similar to a merge when traffic is heavy, while allowing almost free flow when the ramp traffic is light. The entering capacity from the intersection is decreased to 14,000 AWD, but the ramp capacity, being free flowing, remains 10,000 AWD. The total entering capacity is 24,000 AWD. But, the capacity of the bridge as controll by weaving will remain at 19,800 AWD in 1980.

By 1994, entering capacity is increased to 25,000, but weaving on the bridge again limits its capacity to 18,700 AWD.

Alternate III

By adding an additional lane across the bridge in 1980, the merging problem is eliminated. The intersection capacity is now 17,000 AWD. The additional 10,000 AWD capacity of the on-ramp increases the total entering capacity to 27,000 AWD. The bridge can now handle a weaving volume of 28,800 AWD.

Alternate III (Con't.)

In 1994, the entering capacity will be 26,200 AWD, but weaving on the bridge will limit its overall capacity to 25,600 AWD.

Alternate IV-A

The merging of the free right turn lane from Front Street with the right lane from Marion Street will result in an entering capacity of 20,000 AWD in 1980. The bridge capacity, controlled by weaving, is 19,800 AWD for this alternative.

The 1994 entering capacity is 20,800 AWD. The bridge itself could handle a weaving volume of 22,000 AWD because of the reduction in weaving.

Alternate IV-B

By merging the two lanes into one before the free right turn lane, the intersection capacity is reduced in 1980 to 12,000 AWD while the right turn lane's capacity is increased to 8,300 AWD for a total entering capacity of 20,300 AWD. The weaving volume on the bridge will again limit its capacity to 19,800 AWD.

The entering capacity of this alternative in 1994 of 21,300 AWD will be less than the capacity of the bridge proper since the weaving volume would be reduced.

Alternate VI-C

The yield in this alternative will increase the entering capacity to 22,300 AWD in 1980. But, the weaving capacity of the bridge will still be limited to 19,800 AWD.

The 1994 entering capacity is 23,300 AWD. The capacity of the bridge proper will be 22,000 AWD.

Alternate V

The additional lane across the bridge for the free right turn from Front Street will increase the entering capacity to 25,300 in 1980. The weaving volume that this alternate could handle is 28,800 AWD.

The 1994 entering capacity would be 24,500 AWD. The merging capacity of the bridge would be 32,000 AWD.

A summary of the component capacities is shown in Table 1.

Table 1
DESIGN CAPACITIES
FRONT STREET RAMP ALTERNATIVES
MARION STREET BRIDGE

Alternative			Design Capacity (SV "C") (1,000's)					
			Intersection (1)	Ramp (2)	Entering Bridge (1 + 2)	Bridge Proper (3)	Weave Adjust. Factor (4)	Adjusted Bridge (3 x 4)
I		1980	12.0 1/	10.0	22.0	22.0	.9	19.
		1994	13.0 1/	10.0	23.0	22.0	.85	18.
II	A	1980	17.0	2.8	19.8	22.0	.95	20.
		1994	16.2	4.0	20.2	22.0	.90	19.
	B	1980	14.7	5.0	19.7	22.0	.95	[illegible]
		1994	16.2	4.8	21.0	22.0	.90	[illegible]
	C	1980	14.0 2/	10.0	24.0	22.0	.9	19.8
		1994	15.0 2/	10.0	25.0	22.0	.85	18.7
III		1980	17.0	10.0	27.0	32.0	.9	28.8
		1994	16.2	10.0	26.2	32.0	.85	27.
IV	A	1980	17.0	3.0	20.0	22.0	.9	[illegible]
		1994	16.2	4.6	20.8	22.0	1.0	[illegible]
	B	1980	12.0 1/	8.9	20.3	22.0	.9	19.
		1994	13.0 1/	8.9	21.3	22.0	1.0	[illegible]
	C	1980	14.0 2/	8.3	22.3	22.0	.9	19.8
		1994	15.0 2/	8.3	23.3	22.0	1.0	22.0
V		1980	17.0	8.3	25.3	32.0	.9	28.8
		1994	16.2	8.3	24.5	32.0	1.0	32.0

1/ Controlled by merge.
2/ Controlled by merge and yield.

Conclusion

From a traffic standpoint, the viable design alternatives, without adding an additional lane across the bridge, are those that:

1. Develop a high on-ramp capacity in order to maximize use of Front Street and reduce traffic on Liberty, Commercial and Marion Streets; and also
2. Allow the greatest amount of traffic to enter the bridge through the intersection at Marion and Commercial Streets; and
3. Reduce weaving on the bridge proper in order to maintain the maximum bridge capacity.

The alternatives that meet these criteria best in 1980 or 1994 are I, II-C, IV-B and IV-C. Table 2 lists the capacities and levels of service in 1980 and 1994 for these alternatives. The existing capacity of the bridge is about 15,000 AWD as controlled by the signal at Marion and Commercial Streets.

Table 2
CAPACITY AND LEVELS OF SERVICE
FRONT STREET RAMP ALTERNATIVES

Alternative		Design Capacity-Service Levels					
		Ramp	Service Level	Entering Bridge from Marion & Commercial Sts.	Service Level	Adjusted Bridge	Service Level
I	1980	10.0	C	12.0	F	19.8	E
	1994	10.0	D	13.0	E	18.7	F
II-C	1980	10.0	C	14.0	E	19.8	E
	1994	10.0	D	15.0	D	18.7	F
IV-B	1980	8.3	D	12.0	F	19.8	E
	1994	8.3	E	13.0	E	22.0	E
IV-C	1980	8.3	D	14.0	E	19.8	E
	1994	8.3	E	15.0	D	22.0	E

Of the direct on-ramp alternatives (I and II-C), II-C provides the better levels of service in 1980 and 1994. This is the alternative that allows the Front Street On-Ramp to free flow while the left lane from Marion Street yields to this on-ramp. Under this alternative, it is important to design for adequate merging sight distance.

The "around the block" alternative that provides the best levels of service is IV-C. This alternative also requires the right lane from Marion Street to yield.

Of these two designs, II-C provides the higher ramp capacity and more direct routing to the bridge. It, however, decreases the effective capacity of the bridge proper in 1994 because of the additional weaving maneuvers. IV-C, on the other hand, reduces weaving in 1994 (assuming both a new north and south bridge), but increases the out-of-direction travel and reduces the design capacity of the ramp. It also has a negative impact on Marion Square Park by isolating it within a "loop type" ramp.

Consideration should be given to adding a lane onto the bridge as shown in Alternates III and V. Table 3 lists the capacities and levels of service for these two alternatives.

Table 3
CAPACITY AND LEVELS OF SERVICE
FRONT STREET RAMP ALTERNATIVES

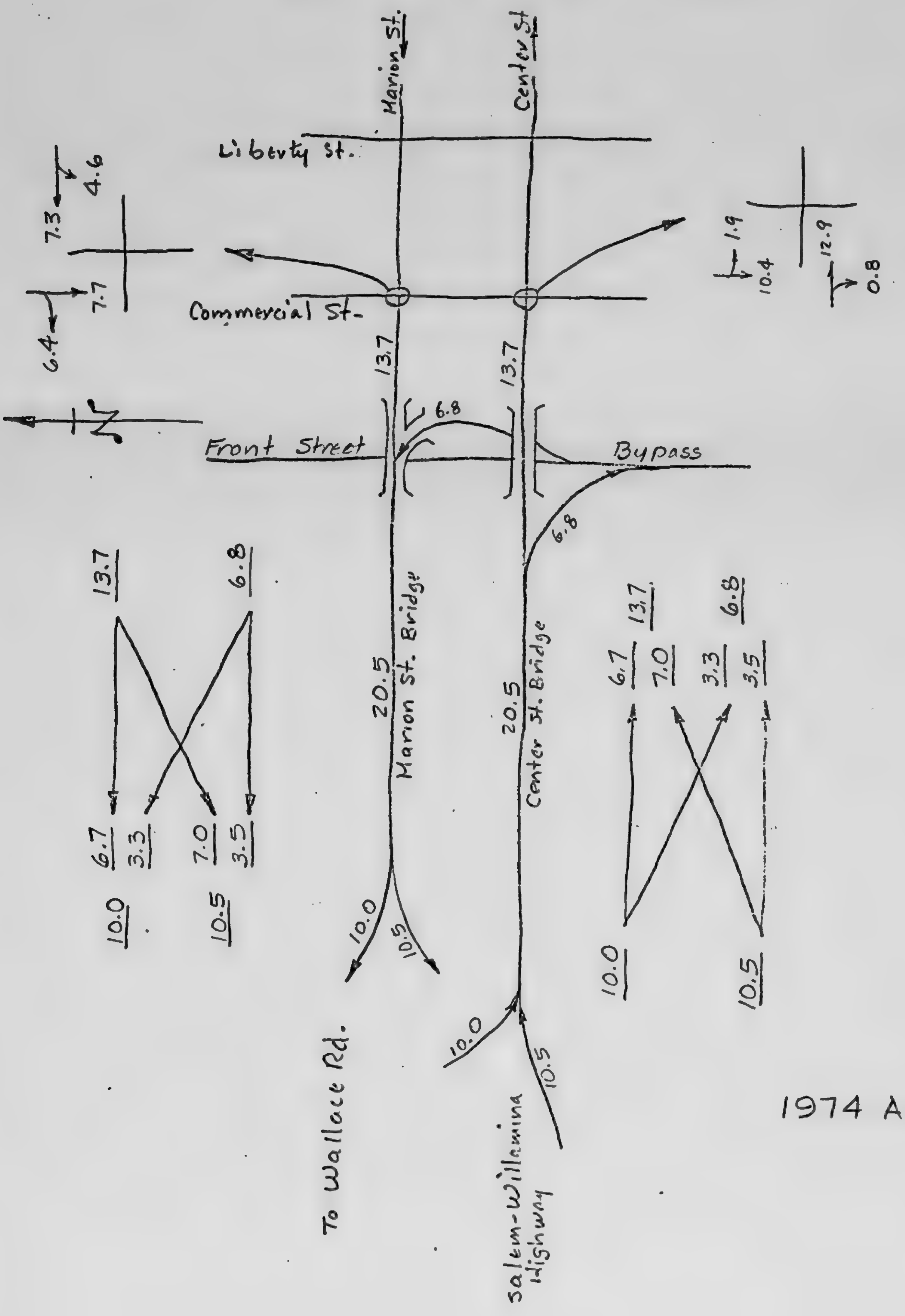
Alternative		Design Capacity-Service Level Ramp	Service Level	Entering Bridge from Marion & Commercial Sts.	Service Level	Adjusted Bridge	Service Level
III	1980	10.0	C	17.0	D	28.8	C
	1994	10.0	D	16.2	D	27.2	D
V	1980	8.3	D	17.0	D	28.8	C
	1994	8.3	D	16.2	D	32.0	C

The same comparisons between alternatives II-C and IV-C can be applied to Alternatives III and V. These latter two alternatives provide acceptable levels of service in 1980 and 1994. The additional capacity provided by the widening of the bridge, however, needs to be weighed against the cost of the widening.

Alternatives II-C, IV-C, III, V are all viable design alternatives. The non-bridge widening alternatives (II-C, IV-C) increase existing capacities entering the Marion Street Bridge from about 15,000 AWD to 24,000 AWD and 22,300 AWD respectively. The limiting factor then becomes the bridge rather than the intersection. The bridge widening alternatives (III and V) increase entering capacities to 26,200 and 24,500 respectively in 1994 and the bridge capacity to 27,200 and 32,000 respectively.

HDC/JWS:ap
Attachments
cc: Mark Bovee

Front Street Ramps


Marion St.
Center St
Liberty St.
Commercial St-
Front Street
Bypass
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Marion St. Bridge
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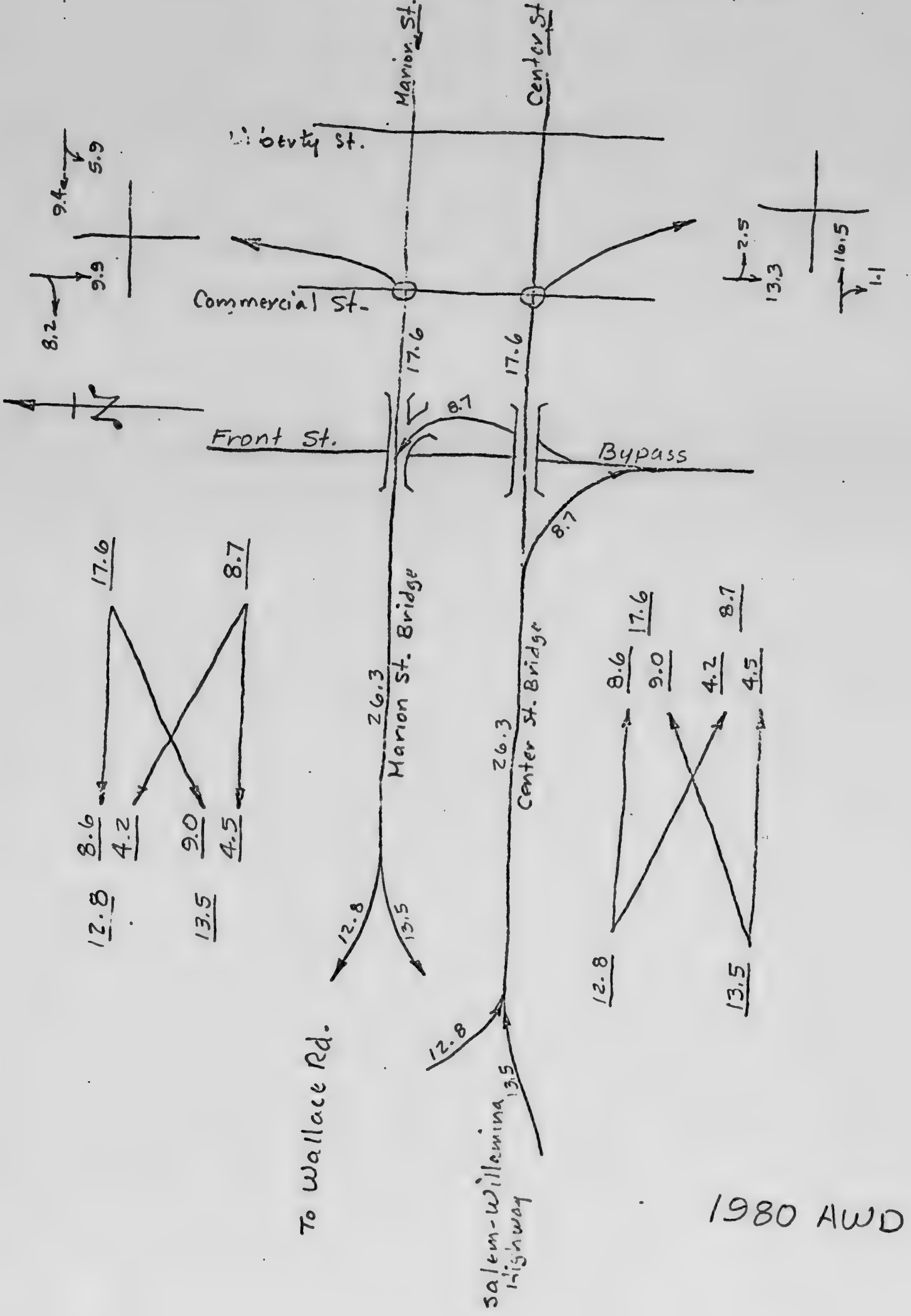
To Wallace Rd.
Salem-Willamina Highway

1974 AWD

July '74

Front Street Ramps


Marion St.
Center St
Liberty St.
Commercial St.
Front St.
Bypass
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8.7
8.7
17.6
8.7
8.6
4.2
9.0
4.5
12.8
13.5
26.3
Marion St. Bridge
26.3
Center St. Bridge
8.6
17.6
9.0
4.2
8.7
4.5
12.8
13.5
12.8
13.5
12.8
13.5
12.8
13.5
To Wallace Rd.
Salem-Willamina Highway
1980 AWD

FIGURE 3

July '74

Front Street Ramps

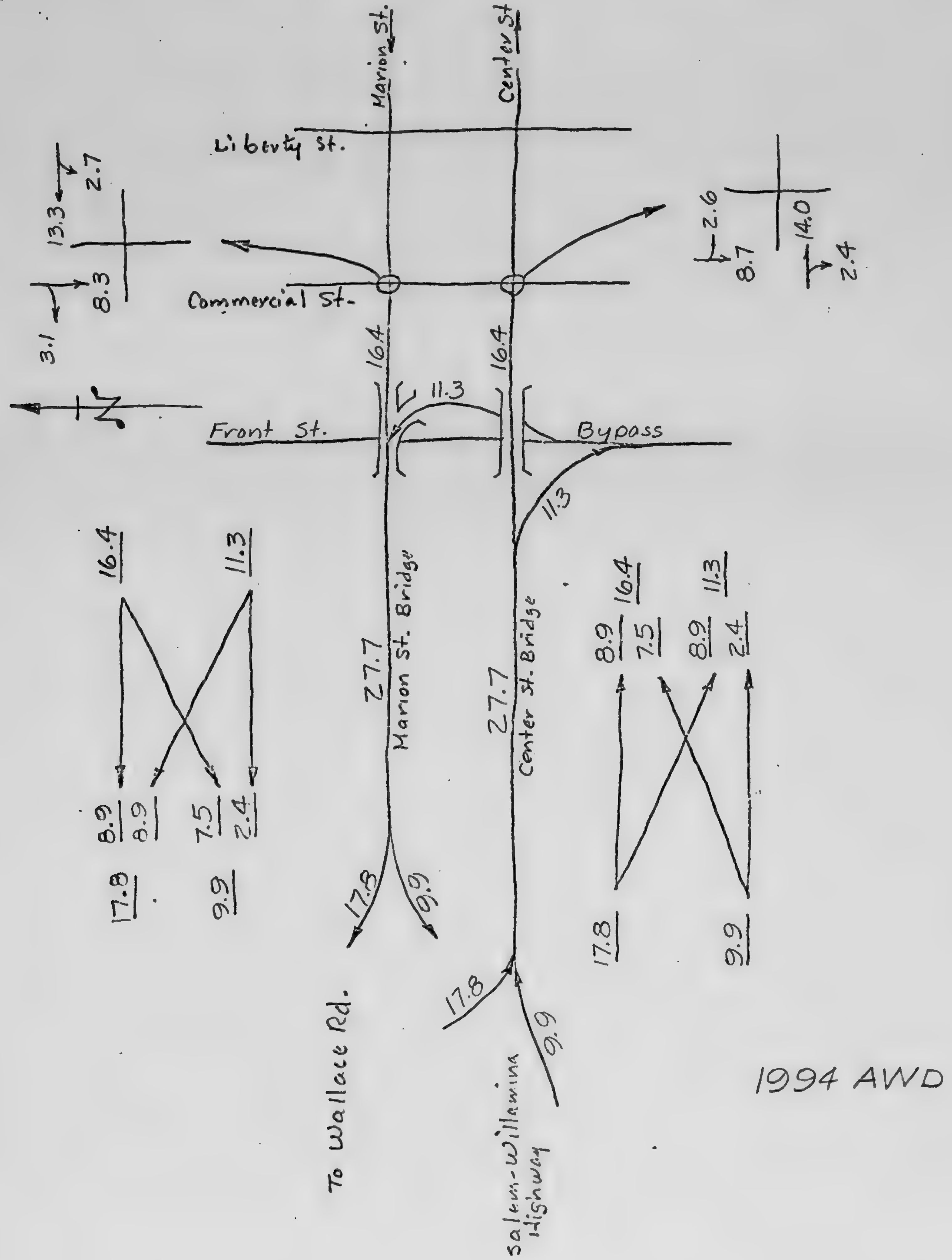
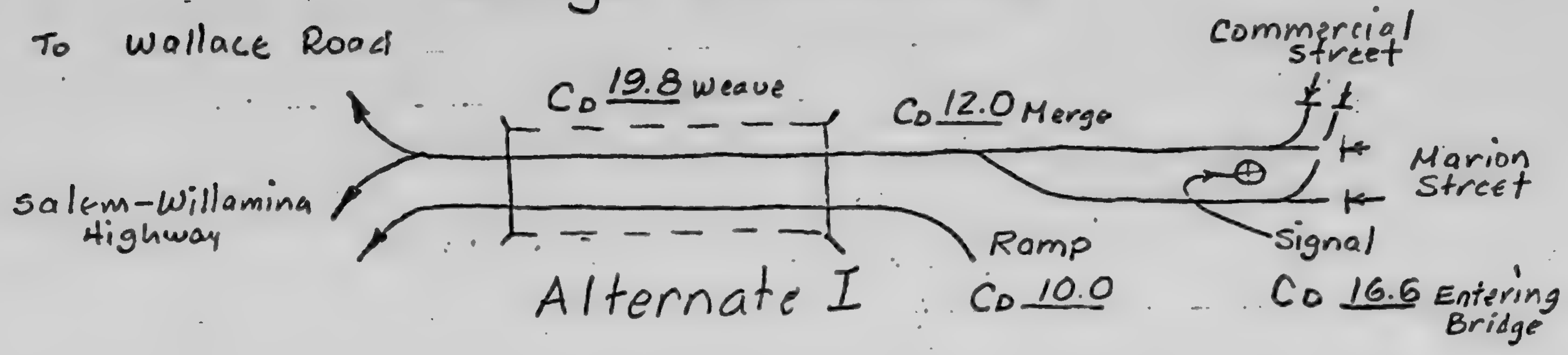

Marion St.
Center St
Liberty St.
Commercial St.
Front St.
Bypass
Marion St. Bridge
Center St. Bridge
To Wallace Rd.
Salem-Willamina Highway
2.7
13.3
8.3
3.1
2.6
8.7
14.0
2.4
16.4
16.4
11.3
11.3
27.7
27.7
17.8
9.9
17.8
9.9
16.4
11.3
8.9
8.9
7.5
2.4
17.8
9.9
8.9
16.4
7.5
8.9
11.3
2.4
17.8
9.9
1994 AWD

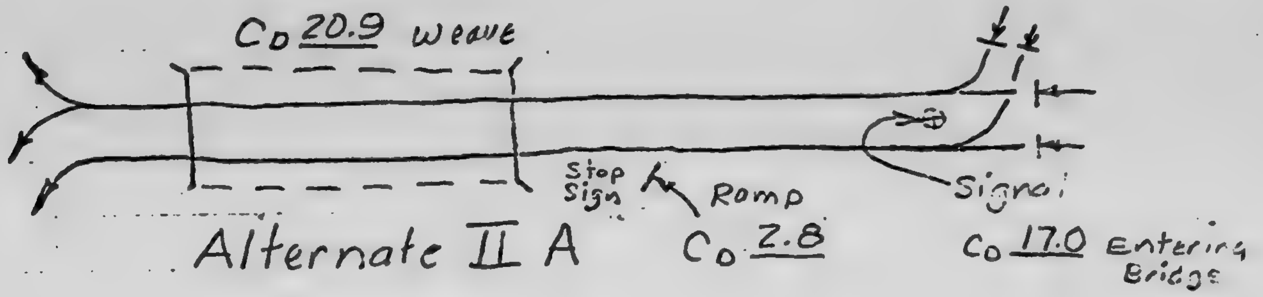
FIGURE 4

July '74

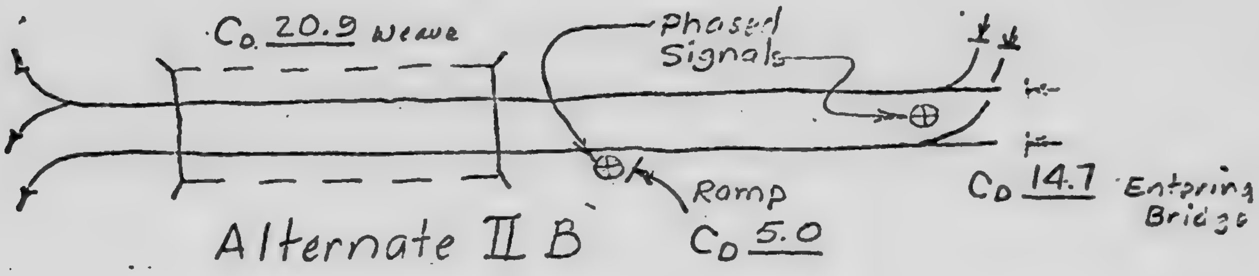
Front Street Ramps
-1980-
Marion Street Bridge Connection
Design Alternatives


To Wallace Road
Salem-Willamina Highway
C_D 19.8 weave
C_D 12.0 Merge
Commercial Street
Marion Street
Signal
Ramp
C_D 10.0
C_D 16.6 Entering Bridge

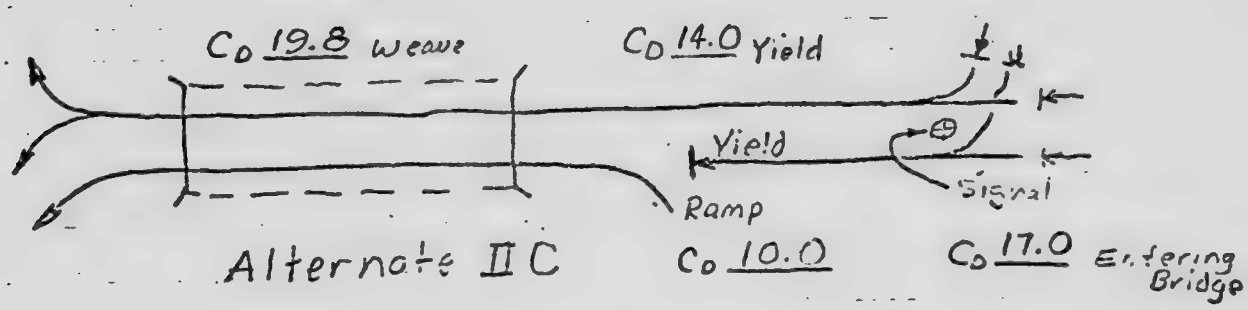
Alternate I


C_D 20.9 weave
Stop Sign
Ramp
C_D 2.8
Signal
C_D 17.0 Entering Bridge

Alternate II A


C_D 20.9 weave
Phased Signals
Ramp
C_D 5.0
C_D 14.7 Entering Bridge

Alternate II B

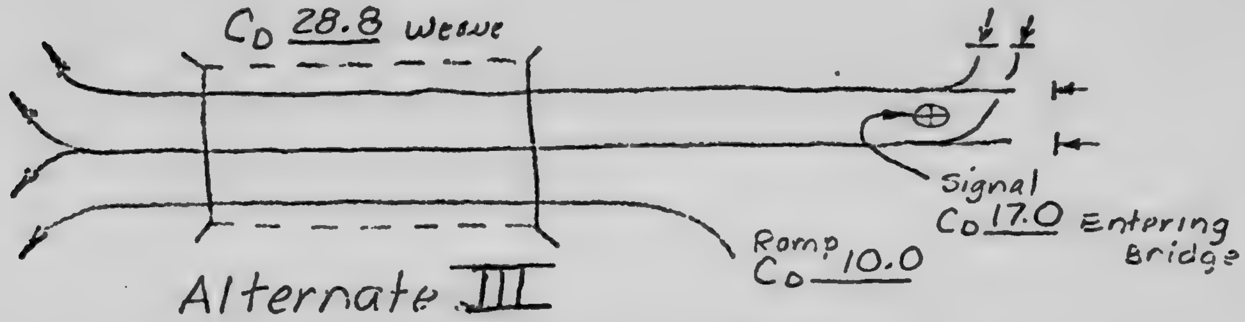

C_D 19.8 weave
C_D 14.0 Yield
Yield
Signal
Ramp
C_D 10.0
C_D 17.0 Entering Bridge

Alternate II C

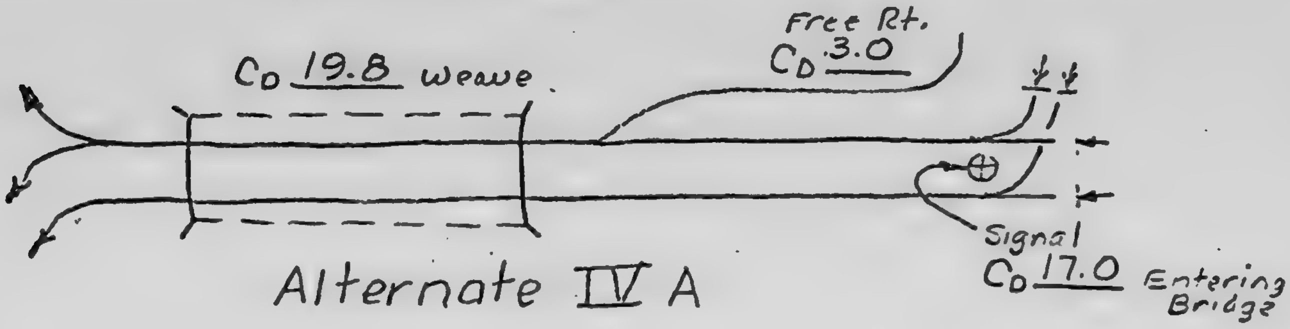
FIGURE 1A

July '74

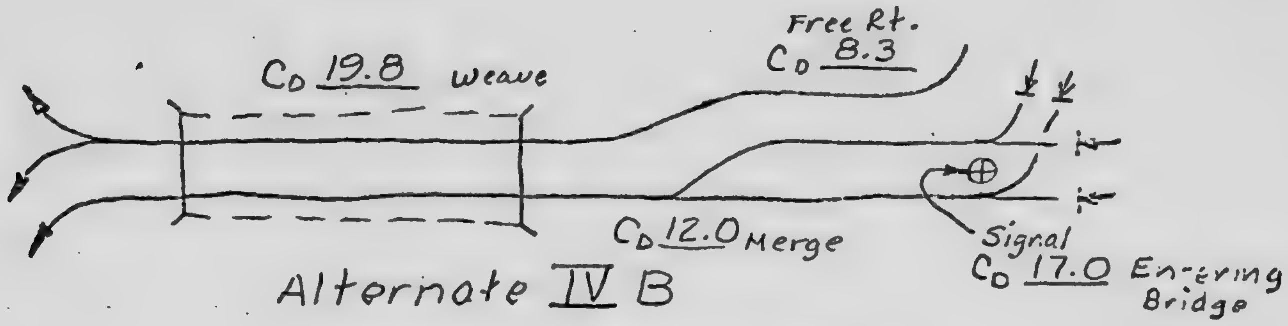
Front Street Ramps
~1980~
Marion Street Bridge Connection
Design Alternatives


C_D 28.8 weave
Signal
C_D 17.0 Entering Bridge
Ramp C_D 10.0

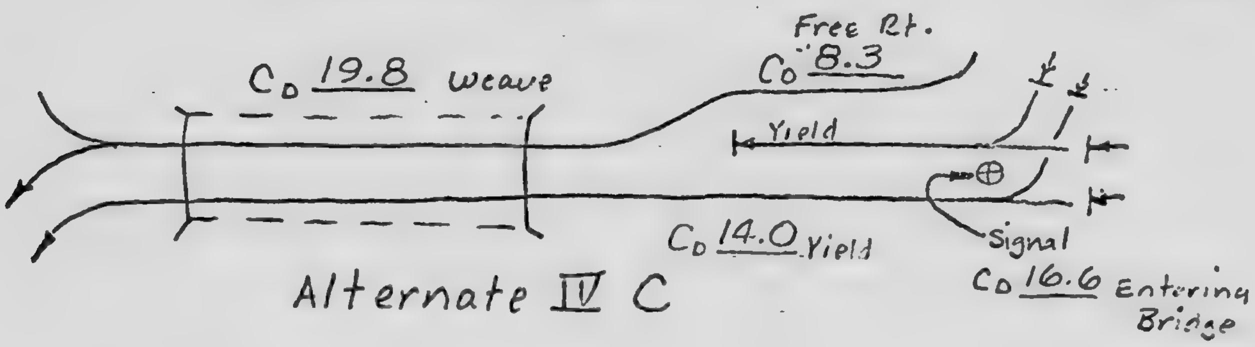
Alternate III


C_D 19.8 weave
Free Rt. C_D 3.0
Signal
C_D 17.0 Entering Bridge

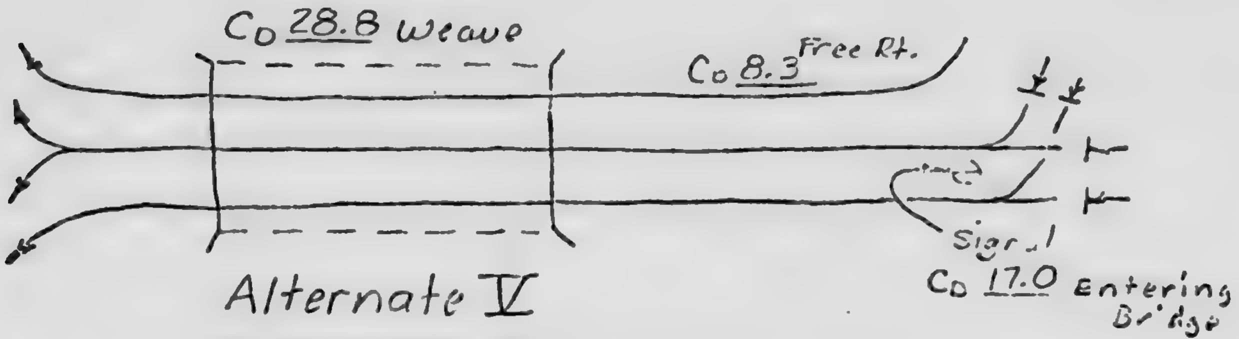
Alternate IV A


C_D 19.8 weave
Free Rt. C_D 8.3
C_D 12.0 Merge
Signal
C_D 17.0 Entering Bridge

Alternate IV B


C_D 19.8 weave
Free Rt. C_D 8.3
Yield
C_D 14.0 Yield
Signal
C_D 16.6 Entering Bridge

Alternate IV C

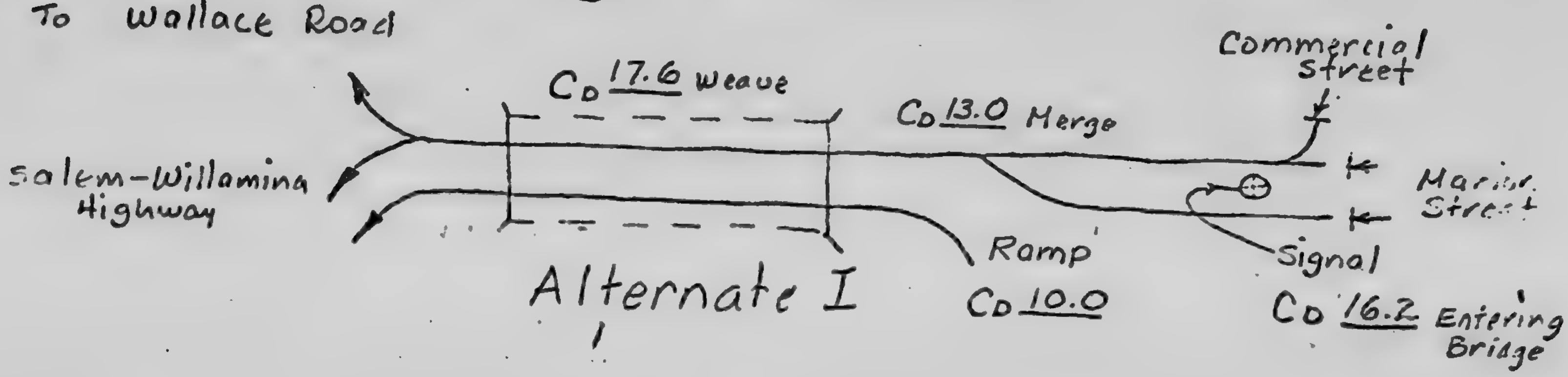

C_D 28.8 weave
C_D 8.3 Free Rt.
Signal
C_D 17.0 Entering Bridge

Alternate V

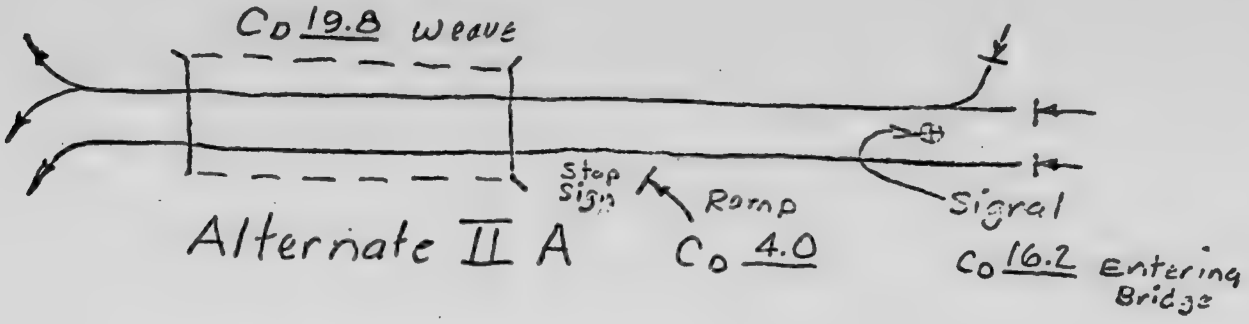
FIGURE 1B

July '74

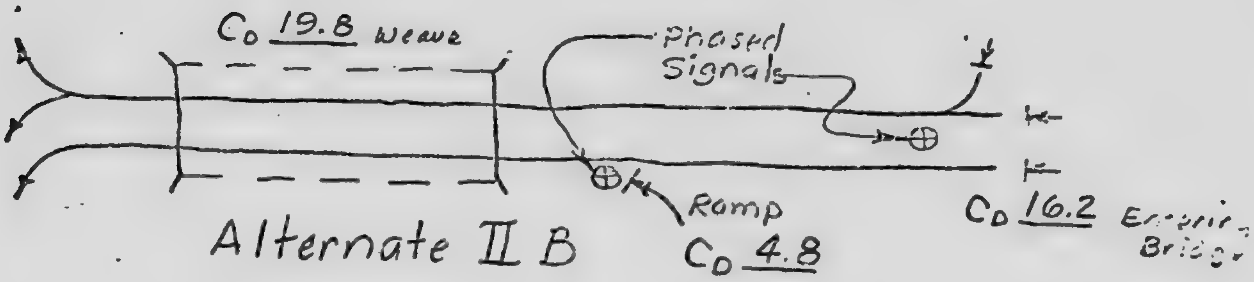
Front Street Ramps
~1994~
Marion Street Bridge Connection
Design Alternatives


To Wallace Road
Salem-Willamina Highway
Co 17.6 weave
Co 13.0 Merge
Commercial Street
Marion Street
Signal
Ramp
Co 10.0
Co 16.2 Entering Bridge

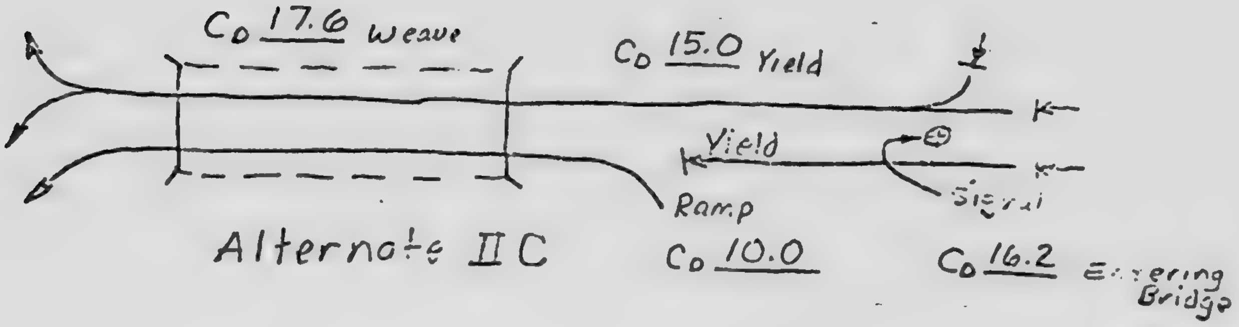
Alternate I


Co 19.8 weave
Stop Sign
Ramp
Co 4.0
Signal
Co 16.2 Entering Bridge

Alternate II A


Co 19.8 weave
Phased Signals
Ramp
Co 4.8
Co 16.2 Entering Bridge

Alternate II B

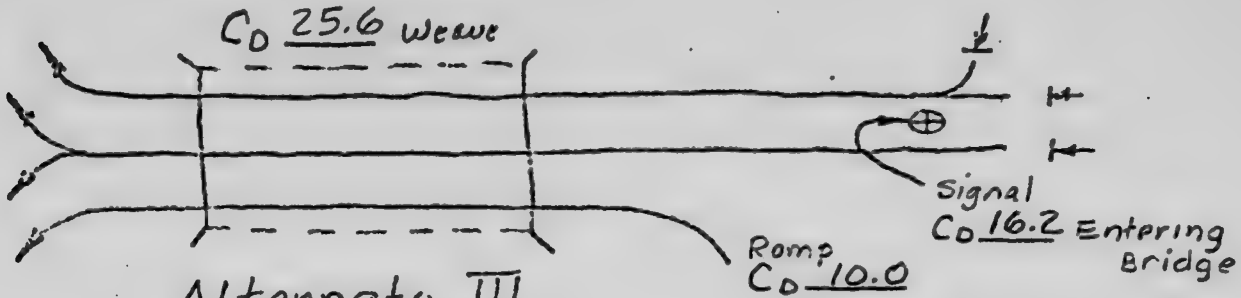

Co 17.6 weave
Co 15.0 Yield
Yield
Signal
Ramp
Co 10.0
Co 16.2 Entering Bridge

Alternate II C

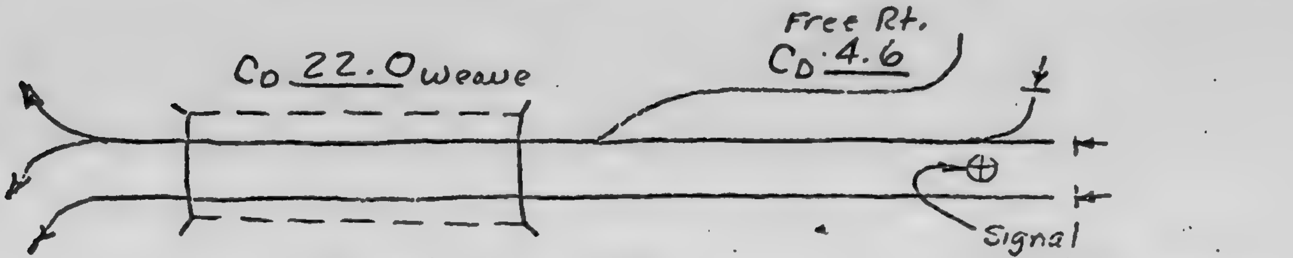
FIGURE 2A

July '74

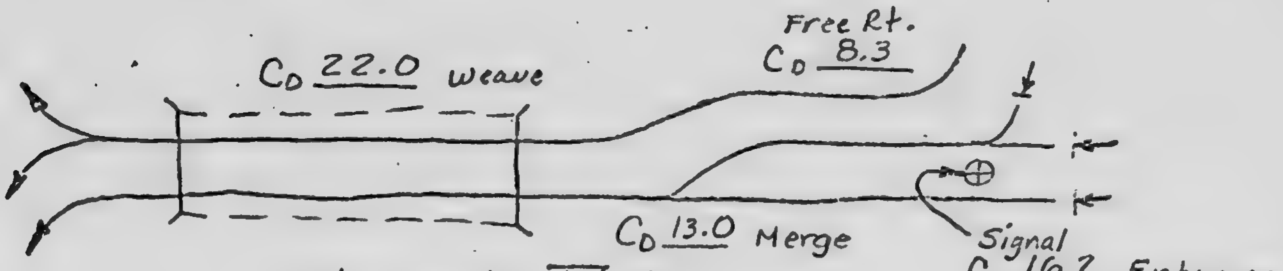
Front Street Ramps
~1994~
Marion Street Bridge Connection
Design Alternatives


C_D 25.6 weave
Signal
C_D 16.2 Entering Bridge
Ramp C_D 10.0

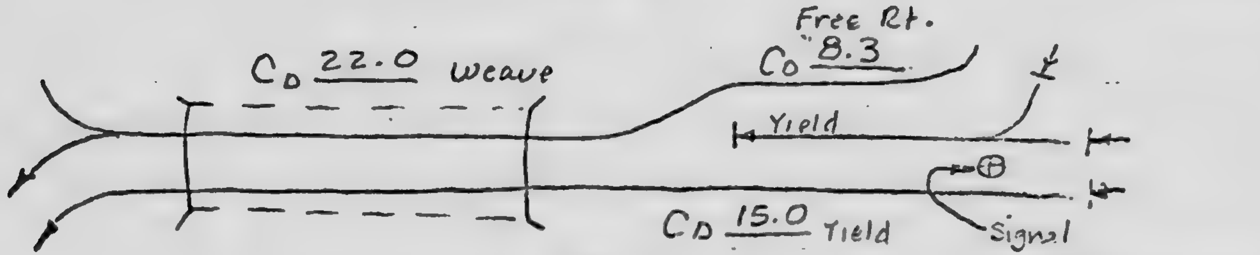
Alternate III


Free Rt. C_D 4.6
C_D 22.0 weave
Signal
C_D 16.2 Entering Bridge

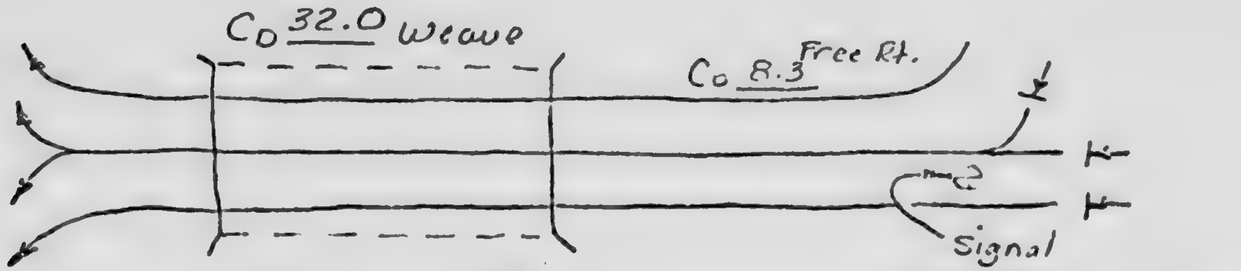
Alternate IV A


Free Rt. C_D 8.3
C_D 22.0 weave
C_D 13.0 Merge
Signal
C_D 16.2 Entering Bridge

Alternate IV B


Free Rt. C_D 8.3
C_D 22.0 weave
Yield
C_D 15.0 Yield
Signal
C_D 16.2 Entering Bridge

Alternate IV C


C_D 32.0 weave
C_D 8.3 Free Rt.
Signal
C_D 16.2 Entering Bridge

Alternate V

FIGURE 2B

July '74

STATE OF OREGON
Department of Transportation

INTER OFFICE MEMO

TO: MEMO TO FILE

DATE: June 26, 1974

FROM: H. Darrel Clark
Transportation Engineer

SUBJECT:
Design Alternatives
Front Street
Salem

Five design alternatives to connect Front Street to the Marion Street Bridge are now being analyzed by the Portland-Salem Urban Studies Team. Traffic has been developed and will be analyzed for 1980 and 1994 for the five alternatives. Three alternatives connect Front Street by a ramp on the south side of the Marion Street Bridge. The other two alternatives route traffic north under the bridge on Front Street to Union Street and on around the block to a free right turn from Commercial Street onto the north side of the Marion Street Bridge.

Alternate I tapers the two lanes from Marion Street into one before the Front Street on-ramp.

Alternate II continues both lanes from Marion Street across the bridge and has Front Street on-ramp controlled by a stop sign.

Alternate III continues the two lanes from Marion Street across the bridge and adds on an additional lane across the bridge for the Front Street on-ramp.

Alternate IV continues the two lanes from Marion Street across the bridge and merges the free right turn lane into the other two lanes.

Alternate V continues the two lanes from Marion Street across the bridge and adds another lane across the bridge for the free right turn.

Attached is a copy of the five design alternatives.

HDC:ap
Attachment
cc: Adrian Olson

RECEIVED
JUN 27 1974
PLANNING SECTION

Jack Sullivan —
Hunter needs data for meeting on July 10, if possible. —
Add Alt. VI — a "yield" for the left lane on the bridge rather than taper to 1 as in Alt. I. Doug Van Dyke has apparently done some merge studies on this & you probably should discuss it with him for your mutual benefit. A. Olson 6/28/74

81 25-1387

INTER-DEPARTMENTAL MEMORANDUM

DATE: June 12, 1974

TO: B. T. Van Wormer

FOLLOW-UP DATE:

OM: Doug Van Dyke

ECT: Marion Bridge On-Ramp

We recognize the concern of the Oregon State Highway Division personnel for the "wrong side" merge of the proposed ramp to the Marion Street bridge. We feel that with adequate traffic signing there would be no significantly greater merging problem than would exist with a merge on the opposite side of the bridge.

The suggested alternative would require the vehicles to circle the Marion Square Park and enter the Marion Street bridge at the intersection of Commercial and Marion Streets. At this point they propose that the Marion Street bridge be widened to three lanes and then narrowing to two lanes a few hundred feet downstream. This would require each vehicle to travel approximately one-third mile further and make three 90 degree turns of approximately 50 foot radius and would still have a merge on the bridge at approximately the same location. The ramp in contrast would have one 90 degree curve of approximately 200 foot radius then into a gradual merge.

The SATS Salem Bridge Location Report, June 1973, indicates that between 10,000 and 20,000 vehicles per day will desire this movement. The ramp would thus save between 3,000 and 6,000 miles of vehicle travel over city streets per day. The three intersections would add 30,000 to 60,000 vehicle-to-vehicle conflicts and would still have the same approximate number of merging conflicts as the ramp.

The no-ramp alternative would have a potential to damage the historic Marion Square Park through noise and air pollution from the additional 10,000 to 20,000 vehicles per day circling the park. They would also create a ring or barrier of moving vehicles that would dissuade pedestrians from using the park.

We feel the extra distance and inconveniences caused by the circuitous route around the park might tend to cause people to use the CBD streets to get to the Marion Street bridge, thereby defeating the principle purpose for constructing the Front Street by-pass. We therefore urge that every effort be made to retain the Front Street to Marion Bridge on-ramp as originally designed.

Bob Briscoe
I agree with Doug's reasoning.
Let's broach this subject to
Ed Hunter at an early meeting
of our Steering Committee.
Van

SDV:bg

cc: R. S. Moore
Robert Briscoe
Ed Sigurdson
Jim Walker
Ralph Lambert ✓

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE July 16, 1975

TO J. H. Versteeg
Road Design Engineer

E S Hunter

FROM E. S. Hunter
Deputy State Highway Engineer

SUBJECT Front Avenue
City of Salem

In connection with the City of Salem project for widening and improvement of Front Avenue, they have proposed a ramp from Front Avenue to the Marion Street Bridge to accommodate ~~southbound~~ north Front Avenue traffic desiring to cross the river to West Salem. There is a definite need to provide for this move; however, the proposed plan does entail a ~~right~~ hand merge on the Marion Street Bridge which is undesirable. The apparent alternative to the bridge ramp is to circulate this traffic around the existing park immediately north of the Marion Street Bridge. The City objects to this traffic pattern.

The Pringle Creek Parkway Task Force will need to make a decision on this matter in the near future. To do so they will need available the facts concerning the alternatives for providing a south to west traffic connection at the Marion Street Bridge. Please put together a report, including current and projected traffic information, a sketch map and a discussion of the pros and cons of each alternative.

The next meeting of the Task Force is not yet scheduled; however, it will probably occur in the last two weeks of August. If possible, I would like to have your report by that time.

ESH:js

2 ✓ RECEIVED

cc: B. T. VanWormer
F. B. Klaboe

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: ROW 18-2

July 14, 1975
Salem, OR 97310

FROM: J. E. Chidsey
Railroad & Utility Engineer

TO: File

SUBJECT: Center Street Ramp
BN Depot Relocation
Front Street
City of Salem
Marion County

I was informed by Mr. Ed Hunter today, July 14, 1975, that the Center Street ramp construction initially would consist of the temporary connection to Front Street. He informed me that the PUC application which will have to be filed on this project should be on this temporary alignment.

He said that in talking with the City of Salem, he was informed that the acquisition and removal of the necessary buildings to accomplish the permanent connection from Center Street bridge to Front Street would not be available for some time. As a result the temporary connection will be constructed initially so that the ramp may be put into service at the earliest possible date.

JEC:jk

cc: E. S. Hunter
J. B. Boyd
J. L. Sollis
Adrian Olson

1/2 ✓

RECEIVED

Ed Hunter
OSHD

PRINGLE CREEK PARKWAY - FRONT STREET BYPASS
STEERING COMMITTEE

Minutes No: 13
Date: June 25, 1975
Time: 10:00 a.m.
Place: Community Development Conference Room

Attendance: B. T. VanWormer, Robert Briscoe, Ed Hunter, Ralph Lambert, Jim Chidsey, Robert S. Moore, Jim Walker, Mort Michelson, Cliff Curry, and Doug Van Dyke.

1. 13th Street Extension - Status

Bids were opened on June 19, 1975, by OSHD. There were five bidders. Low Bidder was Ross Brothers Construction, Salem, for $589,538.00. With the addition of engineering costs and other miscellaneous non-contract items, the total project cost is $676,730. The City will be sending OSHD a check for our 11% share of $74,440, later this week.

Sent
6.30.75
RWL

2. Bellevue Street Widening - Status

Bid opening scheduled for June 26, 1975 at 2:45 p.m. in the Council Chambers. (Note: Rescheduled to July 1, 1975, at 2:45 p.m. in the Public Works Conference Room due to Addendum. 6-26-75 RWL) Plan holders include approximately five prime contractors and 18 sub-contractors or suppliers.

Bids Opened
Low
D. + D. Av..
$237,300.0
RWL

3. Front Street Bypass

a. Railroad Negotiations

BN Depot relocation is held up in negotiations with BN Land Office in Seattle. The land at the present depot site is worth $175,000. Four acres of land at the new depot site in the North Salem Industrial Park would cost $66,000. BN's Land Office wants the difference ($109,000) in cash to balance their books. However, in the overall new depot site, there would be $90,000 for fill and $60,000 to $70,000 for a new building. ($66,000 for land + $90,000 for fill + $65,000 for building = $221,000) OSHD's option on the new depot property express July 1, 1975, at which time the price will go from $16,500/acre to $20,500/acre. OSHD will try for a 30-day extension on their option. Jim Chidsey and Hal Moy (BN) are to meet this afternoon to discuss the overall depot relocation package not just equal land values. (Hal Moy is still in Portland, probably until he retires November 1, 1975.) BN will do their own track relocation.

RECEIVED
STATE HWY ENGR
JUL 7 '75
REFER TO
Harwell
FOR

Info	Inves	R/D	D.R	Sign	Act	File
✓						

BNRR has a mobile office trailer in Albany which can be used as a temporary office at BN's Locust Street site while the new depot is under construction. OSHD is ready to advertise for bids on the C-SBF ramp as soon as the railroad depot relocation problems are resolved. Ramp construction is expected to begin during the fourth quarter of 1975 and will require 15-18 months to complete.

There is still interest in moving the existing BN Deport to another nearby site for redevelopment. The Riverfront Citizens Greenway Committee and Lyle Stewart are preparing development plans for the riverfront area.

When Jim Chidsey meets with Hal Moy this afternoon, he will also discuss the necessary temporary modifications needed to serve Boise Cascade, West Salem and other current Southern Pacific RR customers from the Burlington Northern tracks.

There will need to be several agreements between OSHD, the City, BNRR, and Boise Cascade to cover the necessary track construction and building modifications for the relocated tracks. Also Public Utility Commission applications need to be prepared and processed.

Burlington Northern and Southern Pacific Railroads are progressing with negotiations related to the Trade Street track abandonment, etc. These are inter-railroad high level negotiations, the details of which we do not know.

Robert Moore and George Scholibo (SPRR) are setting up a meeting for sometime next week to discuss Trade Street track abandonment, etc.

Jim Walker and Ralph Lambert are to prepare letters to Burlington Northern (Moy), Southern Pacific (Scholibo), and Public Utility Commission (Topaz), with copies to OSHD indicating City Council's intent to go ahead with Front Street Bypass Project, etc.

b. OSHD-City Project Agreement

City received agreement from OSHD via letter of May 29, 1975. City reviewed agreement and returned comments to OSHD via letters to Ed Hunter and Don Harwell dated June 10 and 13, 1975. OSHD is revising agreement.

The 1975 legislature granted a one-cent increase in the state gas tax and increases in the weight-mile tax effective October 1, 1975. However, it looks like these will be referred to the people for a vote.

OSHD may have to sell up to $10 million in bonds to cover the state share of federal aid projects under accellerated Federal Jobs Program.

The current Federal Aid Highway Act will expire June 30, 1975. Congress has changed the fiscal year to end on October 30. There will probably be an interim Highway Act, approximately the same as the present Act, to carry over until the new Act is in effect.

Therefore, there are many complications to OSHD committing future funds to the Front Street Bypass Project. At the present time, future committment of funds cannot be made. Hopefully OSHD will be in a better position after October or November 1975.

If the Governor signs a bill passed by the 1975 Legislature, all right-of-way whether on Federal system or not will be acquired under the Uniform Property Acquisition and Relocation Acts. This is estimated to up right-or-way costs by 10-15% on the Front Street Project.

It looks like the rerouting of Highway 99E along Front Street, N. Liberty-Commercial, and Pine (Hickory) should be a part of the Front Street Project Agreement. However, the wording needs to be revised regarding improvements on the northerly streets "concurrent with or prior to" the Front Street project.

We may eventually have to use some Federal Aid Highway monies on the Front Street Bypass Project. Right-of-Way Acquisition and Relocation will be done under the Uniform Acts if the Governor signs the previously mentioned bill. However, the Environmental Assessment would probably need to be updated to a full Environmental Impact Statement. The air quality portion would be the biggest problem area.

The Front Street Bypass Project will be phased as follows:

Phase I - a. Center Street Bridge to southbound Front Street ramp.

b. BNRR Depot relocation.

Phase II - a. Front Street Bypass from the Center Street - Marion Street Bridges southerly to the Ferry-Trade Street connections to south Commercial Street.

b. Remainder of Front Street Bypass railroad relocation.

c. Northbound Front Street to Marion Street Bridge Ramp.

Phase III - a. Front Street Bypass from the Center Street - Marion Street Bridges northerly to north Commercial Street.

Right-of-way for Phase I is clear except the depot property.

Right-of-way for Phase II is scheduled to proceed as follows:

Appraisals (Real Estate and Fixtures) - July, August, September 1975

Negotiation and File Condemnations - October 1975 through February 1976.

The City will need to schedule another Bond Sale for the fall to cover acquisition, relocation and site clearance activities on Front Street.

Both the City and OSHD can spend their bond funds for either right-of-way or construction related work.

It is anticipated that the City-OSHD agreement differences can be resolved and have City Council approval by the end of July 1975.

cc: B. T. Van Wormer
Robert Briscoe
Ed Hunter
Ralph Lambert
Robert S. Moore
Richard Armstrong
William Juza
Dave DeMartino
Robert Maxey
Cliff Curry
Ted Schneider
Jim Walker
Mort Michelson
Edward Sigurdson
Doug Van Dyke

Salem, Oregon
June 9, 1975

ADOlson

A. D. Olson
Preliminary Design Engineer

James E. Chidsey
Utilities Engineer

Front Street Bypass
Central Salem Development Program
City of Salem
Marion County

Reference is made to the May 29 letter from Burlington Northern in regard to the proposed track relocation to serve the chip unloading facility.

The alignment in question is desired in order to provide service into this area when the SPRR tracks are eliminated in Trade Street. This assumes that this will be done before the right of way can be acquired and cleared between Chemeketa and State Streets so that the connection which Burlington Northern recommends can be made. Enclosed are prints showing this first stage construction and the future construction. The other two first stage spurs indicated are necessary to restore access to the Frye warehouse and for sulfur unloading when the Trade Street tracks come out.

The alignment into the chip area is as good as we can get without getting into the buildings or moving the main line easterly in the Trade Street area. It is somewhat better than the alignment of the spur in Chemeketa Street. The grade is the same as the existing spur.

If something like this can be used as a first stage and possibly as an alternate route in the future it would expedite the proposed work on Trade Street east of Commercial which is tentatively scheduled for early next year. If it isn't workable approximately as shown then we need to explore alternate service which would not require major new right of way or else leave it as it is until the total project can be constructed. This latter alternate would not be popular since the Trade Street improvement is part of the Pringle Creek Parkway project.

Please discuss this with Burlington Northern on the basis of a first stage project and see if something can be worked out. Their reactions to the other two spurs would also be appreciated. If appropriate we could meet with them to explore what might be done to get the job done.

REFERRED TO

_____Beard_____ _____Reed_____
_____Cole_____ _____Sample_____
_____Erikson_____ _____Watson_____
_____Hager_____ _____Wolfe_____
Return Discuss Do File Copy Due____
BY FINAL DESIGN ENGINEER

ADO:we
Enclosures
cc: Jim Walker, Urban Renewal

~~ROW 18-2~~

OREGON STATE
HIGHWAY DIVISION

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

June 9, 1975

Burlington Northern Inc.
1101 N.W. Hoyt Street
Portland, OR 97207

Attn: L. B. Croft

Stage Track Construction
Front Street By-Pass
Central Salem Development Program
City of Salem
Marion County

Dear Sir:

Enclosed are four prints of the southerly end of the Front Street By-Pass in the City of Salem, Marion County. These prints are being submitted to you to gain your comments on proposed stage construction to provide rail service to Boise Cascade facilities after the Southern Pacific Railroad tracks are eliminated in Trade Street. This stage construction proposal assumes that this proposed interconnection between Burlington Northern tracks and existing SP service tracks will be accomplished prior to the acquisition of the right of way between Chemeketa and State Streets. The State's construction is so planned to provide rail service to the Boise Cascade chip unloading facility, the Frye warehouse and sulfur unloading for Boise Cascade.

The alignment into the chip unloading area is as good as can be designed without getting into the buildings or moving the mainline easterly into the Trade Street area. While the alignment isn't as good as could be desired, it is better than the alignment of the existing spur into Chemeketa Street. The grade will remain the same as the existing spur.

Form 81-734-3123

Please review this proposal and determine if it is acceptable to Burlington Northern. Please ignore the yellow "Future Construction" design which shows the ultimate location of your mainline track being westerly of the location shown on your recent submittal to me. If you feel a meeting regarding this proposed stage construction would be beneficial, please contact me and we will arrange for a meeting of this type between your Engineering Staff and our Design people.

Yours truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

JEC:jk
Enc.

cc: BN - Seattle
BN - St. Paul
Jim Walker, City of Salem

bc: ~~E. S.~~ Hunter
J. H. Versteeg
A. D. Olson
J. L. Sollis
J. B. Boyd

BURLINGTON NORTHERN

ENGINEERING DEPARTMENT
Portland Region

1101 N.W. Hoyt Street
P. O. Box 571
Portland, Oregon 97207
Telephone (503) 228-9111

May 29, 1975

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. J. E. Chidsey, P.E.
Railroad and Utility Engineer

Gentlemen:

I have your letter of May 5th as well as the four prints of the plan of the proposed relocation of railroad trackage and profile of the southern end of this relocation on the Front Street By-Pass on portion of the Central Salem Development Program in the City of Salem.

I have reviewed this proposed relocated trackage and will have to object to the layout on the south end, particularly where you want to make a connection from our mainline into the chip unloading tracks. As near as I can tell, the curvature would be 29 degree reverse curves and it would be quite a grade getting down to the present track. We cannot operate over such curvature along with the gradient. It is suggested that this spur track be served by a connection from the north end like we originally proposed.

I am handing you three copies of our print dated May 27, 1975 on which have been indicated, proposals that we have made for handling present SP spur tracks in the immediate area. All of the alignments and grades as proposed, would would meet our operating needs and have been approved by our Operating Department. It is therefore suggested that you review these prints and advise accordingly.

One other thing I wanted to call to your attention at this time, is the moving of our office from Front Street to the new area in the Salem Industrial Park wherein the Highway is going to furnish us property and construct a new office. I believe at one time you were concerned about temporary relocation of our facility prior to moving into the new office building. I might mention that we presently have an office trailer at Albany that was used as the Agent's Office prior to our constructing a new office building at that location. In the event that we would have to move out of the depot earlier than we planned, the railroad could furnish the trailer and the State of Oregon pay us direct for its use. I am wondering if you have given any further thoughts to this temporary relocation and if so, I would appreciate being advised if the Highway Division would be receptive to paying the rental on this office trailer and when you may want to put it to use.

Very truly yours,

HF Moy

H. F. Moy
Director and Regional Engineer

HFM:pe
Enclosures

File: Salem 2-F

XC: Adrian Olsen w/copy Map

NOTED
J. E. CHIDSEY

Salem, Oregon
May 2, 1975

J. H. Versteeg
Road Design Engineer

J. B. Boyd
Right of Way Engineer
BUILDING

48568 - Hill et al
Division St. - Trade St.
(Salem) Section
Willamina - Salem Highway
Marion County

Attached is a description, an authorization and Right of Way prints covering property that is to be used for relocating the Burlington Northern freight depot, which is involved with the subject project.

This File has already been optioned and is also attached.

BY:
Floyd O. Scott
Right of Way Description Engineer

FOS:md

Attach.

bc: E. S. Hunter
J. H. Versteeg
J. L. Sollis
J. B. Boyd

RECEIVED

2 Turpin
3 Scott
T. Reed WE

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

April 8, 1975

Burlington Northern Inc.
1101 N.W. Hoyt St.
Portland, Oregon 97207

Attention: H. F. Moy

SUBJECT: BN Depot Relocation
Front Street
City of Salem
Marion County
R/W File: 48429

Dear Sir:

In response to your request of March 31, 1975, I am enclosing the following information to assist your Design Section in designing the new depot facility to be located in the Salem Industrial Park area of the City of Salem:

1. One reproducible plot plan showing proposed elevations and location of fill lines.
2. Two copies of property description and map.
3. One copy of 1973 edition "Uniform Building Code Standards" as published by the International Conference of Building Officials, one copy of the State of Oregon Structural Specialty Code and Fire and Life Safety Code, 1973 edition as amended, and one copy of City of Salem, Oregon Structural Specialty Code and Fire and Life Safety Code, 1973 edition. The City of Salem and State of Oregon Structural Specialty Code and Fire and Life Safety Code are amendments to the Uniform Building Code Standards. These two codes will have to be followed in the design of your new depot facility.

As you are aware, I recently contacted Mr. Grodon of your Seattle Property Office in order to commence negotiations toward reaching an agreement on the exchange of facilities.

If there is any further information you required to aid in design of your depot facility, please contact me.

Very truly yours,

J. E. Chidsey, P.E.
Railroad and Utility Engineer

cc: Burlington Northern - St. Paul

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

SALEM, OREGON

March 12, 1975

Mr. John R. Oakes
Asst. Right-of-Way Engineer

L. W. Rulien
Project Management Engineer

Programing
Division Street-Trade Street Section
(Front Street, Ramp Unit)
Willamina-Salem Highway
Marion County

Bond funds in the amount of $285,000 are authorized to purchase the above subject file.

In order to keep this section eligible for future Federal Aid on construction, it will be necessary to document this purchase in accordance with IM 80-1-72 dated 7/28/72, "Protective Buying and Hardship Acquisition".

This is a fiscal year 1975 expenditure; if the expense overruns the estimate, please request additional authorization.

Prefix 24-2601 should be used for this expense.

CRN:ljt

cc: Bill Monner
C. P. Laux

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

DATE March 10, 1975

24-21

TO L. W. Rulien
Project Management Engineer

John R. Oakes

FROM John R. Oakes
Assistant R/W Engineer

SUBJECT PROGRAMING
Division Street-Trade Street Sec.
(Front Street. Ramp Unit)
Willamina - Salem Highway
Marion County

Please authorize the use of bond funds to purchase an alternate site for the Burlington Northern and Oregon Electric Railroad Station, replace the buildings, and lay the track as part in this project. This estimate is $285,000 and does not involve any relocation other than the destruction and rebuilding of the railroad station.

This is per the agreement between the Southern Pacific Railroad Company, Burlington Northern Railroad Company, City of Salem, and the Oregon State Highway Division.

JRO:ha
cc M. R. Mitchell
Bob Poggione

Carl O.K. for Bond Funds

REMARKS

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

DATE March 12, 1975

TO F. B. Klaboe
Administrator & State
Highway Engineer

FROM J. B. Boyd
Right of Way Engineer

JBBoyd

NOTED
F. B. KLABOE

SUBJECT Newspaper Quote
Front Street Project

I phoned Mr. Bill Price at 364-8411, who is the representative of the various railroad brotherhoods, relative to the quotation in the Capital Journal last Friday. A copy of this quotation is attached.

I explained to Mr. Price that Jim Chidsey would not impugn any group of workers and that the subject being discussed was merely the process on which we had decided. I was in the meetings and we agreed that it was better to purchase a piece of property, construct the improvements except for rail facilities and then turn it over to the railroad. To try and utilize railroad property because of the complications of financing within the railroad organization was too time consuming.

The problem probably evolved from the fact that the newspaper reporter phoned back three, four or five times and asked different questions. By this method some of the questions were possibly mixed up in their context and in that way the quotation came out as poorly as it had. Mr. Price seemed satisfied with our explanation and will contact me if he wishes further discussion.

JBB:jk
attachment
cc: Jim Chidsey

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FOR
R-D D-R Sign Act

here, was not at home when the fire broke out, but returned to find several gutted rooms and ruined furnishings. Mrs. Dotson's daughter-in-law at 2875 Brooks Ave. NE. The fire broke out about 4 p.m. and the cause has not been determined. (Capital Journal Photo by Gerry Lewin)

State to build rail terminal

By CHUCK BENNETT
Capital Journal Writer

The state and Burlington Northern Railroad have struck a deal to avoid provisions in the railroad's contract with its employes.

Jack Chidsey, a spokesman for the state Transportation Division, railroads and utilities section, who represents the state in negotiations with the railroad, said today the state will build the new Salem terminal for Burlington Northern.

Chidsey said a provision in the railroad's labor contract requires that Burlington workers be hired if any railroad construction is done on company-owned land.

To get around this clause, Chidsey said, the state has purchased land in north Salem and will use state-paid workers to do the construction work.

This was part of the settlement, agreed to in principle Thursday, for realignment of Southern Pacific and Burlington Northern tracks along Salem's Front Street and removal of Southern Pacific tracks along Trade Street.

Chidsey said the railroad owns land near the Oregon School for the Deaf, "but they don't want to build there because they would have to use their workers, who are notoriously slow."

He said the state will finance Burlington Northern's new Salem terminal with bond funds assigned to the Front Street redevelopment project.

Under the deal, Burlington Northern will give up its present depot at Front and Chemeketa streets, which will be torn down for salvage, and receive a new depot in Salem at no additional cost to the railroad.

Chidsey said the salvage value of the old depot is "very limited."

Chidsey said there is no estimate of the total cost of the depot project. He said the state is still negotiating with the landowner and will have to receive an estimate from Burlington on the cost for trackage around the facility.

He also said zoning requirements may also affect the final cost.

Related story, Page 14

U 'foot-dragging' cited for del

HUCK BENNETT
al Journal Writer

oval of railroad
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have been accom-
one year sooner if it
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y, George Scholibo,
Pacific Railroad's
traffic manager,
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over the portion of
unning through the
campus "has caused a delay."

Another spokesman for the railroad said the delay has been for a year. City manager Robert Moore put the delay at nine months.

Willamette's "foot dragging," as described by one Southern Pacific spokesman, is based on a dispute between the university and the railroad over an 1880 deed in which Willamette sold six acres to the railroad for its 12th Street terminal.

In that deed, Willamette has a provision that if the property is used for other than a railroad depot or railroad uses, the property reverts to Willamette's ownership.

Willamette's claim on the depot also has been a factor in the planning and construction of the 13th Street north-south corridor. The dispute may result in a condemnation by the state Highway Division, just to clear up the title to the land.

This has been Willamette's ace in the hole in negotiations with Southern Pacific over the Trade Street tracks. Financial implications of the dispute between Willamette and the railroad have delayed the final planning for the Front Street project.

This delay has meant that a successful $9½ million bond vote for the Front Street project by Salem voters last May has not been put to use. Only now will the sale of bonds for the project be made to begin the project.

Funds from the
bond sale will be
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can be resolved a
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said the delay
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This delay has meant that a successful $9½ million bond vote for the Front Street project by Salem voters last May has not been put to use. Only now will the sale of bonds for the project be made to begin the project.

Funds from the delayed bond sale will be used to finance relocation of Burlington Northern and Southern Pacific tracks along Front Street. Bond sale proceeds from the Pringle Creek urban renewal project will be used to compensate Southern Pacific for removal of tracks along Trade Street. The portion of tracks through Willamette's campus will remain until the deed dispute over the depot can be resolved and an agreement between the university and Southern Pacific reached.

Responding to the charges of foot-dragging, Willamette's director of planning and operations, Milo Harris, said today that substantive negotiations between the railroad and the university did not begin until Oct. 29, 1974.

Still up in the air also are negotiations between the city and the railroads over relocation costs to be paid by the city.

City manager Moore said factors in that discussion will include changes in railroad operating costs, contract agreements between the railroad and its workers regarding relocation, and track removal costs.

Moore said financing for these costs, once negotiated, will be borne by the city using funds allocated from the two bond sales, Pringle Creek and the Front Street project.

He also said the city will drive a hard bargain on costs outside the actual costs of relocating the railroad tracks, specifically citing the increases granted railroad workers in the companies' labor contracts.

Despite all these factors, which include relocation of a new terminal for Burlington Northern in north Salem, Moore remains confident that the whole Front Street project and the removal of tracks along Trade Street will be completed within 2½ years.

Related story, Page 1

FROM SOUTHERN PACIFIC
Public Relations
731 Pacific Building
Portland, Ore. 97204
(503) 228-8181, Ext. 479
Contact: George Kraus

FROM BURLINGTON NORTHERN
Public Relations
American Bank Building
Portland, Ore. 97205
(503) 221-1300, Ext. 349
Contact: Jim Hagle

FOR IMMEDIATE RELEASE

SP-BN Agree:

TRADE AND FRONT STREETS
TRACK REMOVAL FEASIBLE

NOTED
F. B. KLABOE

SALEM, Ore. (March 6) -- Southern Pacific and Burlington Northern today announced an agreement in principle which would permit removal of railroad trackage from Trade Street and most of Front Street to facilitate city and State Highway Division plans for the downtown area.

Proposals presented in the agreement open the way for final planning of a two-phase program that involves construction of a highway access ramp to the Center Street bridge over the Willamette River, city development of a multiple-lane Front Street traffic corridor and establishment of the 13th Street Bypass through the Pringle Creek Parkway.

The announcement was made at a city hall meeting between representatives of the Burlington Northern, Southern Pacific, City of Salem and the Oregon Highway Division.

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Info Inves R/D D/R Sign Act

-more-

First phase of the proposed program would remove the Burlington Northern - Oregon Electric Railway freight office and agency facilities at Front and Chemeketa Streets to permit construction of the access ramp by the Oregon Highway Division.

Highway relocation funds would cover the costs of re-establishing the BN-OE freight office and agency facilities at another site being tentatively considered northeast of the present location.

Removal of the Trade Street trackage would not permit Southern Pacific to directly serve its customers on Front Street and in the West Salem industrial area across the river from down town. As a result, SP has tentatively agreed to have Burlington Northern act as its agent to reach the firms from which it would be severed by the proposed line removals and changes.

Second phase of the proposed program would involve removal of all Southern Pacific trackage and most BN-OE trackage on Front Street, N.E., between Division and Trade Streets; construction of a new line and service trackage to reach shippers now using both rail lines; and removal of Southern Pacific trackage from the center of Trade Street.

The city's proposals necessitated extensive studies by both railroads. These were followed by a series of meetings to discuss necessary operating changes to insure continued quality service to shippers in the Front Street area and across the Willamette River.

Representatives of both Southern Pacific and Burlington Northern cautioned, however, that agreement by the two railroads does not constitute an immediate green light for the project.

-more-

"While Phase I provisions for the highway access ramp can be progressed as soon as the State Highway Division completes its construction plans for the ramp and relocates the BN-OE freight office and agency facilities, certain trackage and service changes in Phase II will require approval by state and federal regulatory agencies and are still subject to negotiations with the labor organizations representing the workers involved.

"We also must sit down with the city and the Highway Division to work out details, once we get the go-ahead from everyone concerned," the railroad spokesmen said.

City planning officials and the Highway Division expressed confidence that they can reach a final agreement with both railroads soon. City Manager Robin Moore praised both railroads for the substantial progress made to date, under which the railroads hope to accommodate their operations to the city and state proposals.

While the Center Street Bridge access and Front Street Thoroughfare have been under discussion for some time, last summer -- after several years of effort by the city and SP to relocate the railroad's tracks to the western edge of Trade Street -- the city asked for complete removal. This decision forced SP to re-evaluate its basic position and work out an entirely different program in an effort to cooperate with the citizens of Salem. SP representatives immediately switched course and began working with the city and Burlington Northern to achieve the current working agreement.

-more-

Only last year, Southern Pacific, the city, the highway division and the OPUC worked out and installed an elaborate system of signals to control train and auto movements on Trade Street, which parallels the Pringle Creek Parkway and Salem City Center. This system permitted the Salem Fire Department to preempt the right-of-way in event of an emergency.

In the interim, the railroads progressed planning with the city and the Oregon Highway Division for Front Street trackage changes that affected both companies. However, final action was severely complicated by the necessity of working out agreements that would assure the best possible level of service to shippers presently served by both rail lines at the foot of Trade Street and continuation of Southern Pacific service to west side industries across the river. The interim agreement accomplishes those goals.

##########

FRONT STREET BY-PASS

2-10-75
RWL

3 Phased Construction Plan

Phase I

a. Construct C-SBF ramp
b. OSHD Bond Funds $650,000 for construction and $230,000 for right-of-way - Total $880,000

Phase II

a. Construct Front Street Bypass (6 lanes) from Marion-Center Bridges southerly to Commercial Street at Ferry and Trade Streets
b. C-SBF Ramp would add a lane, and a lane would drop to the NBF-M Ramp
c. Transition back into existing Front Street north of bridges
d. Build NBF-M Ramp
e. Relocate railroad(s) from bridges south
f. Costs would be shared as follows:
OSHD - contribute as much as is available from bond sales at that time

City - Contribute remainder from its' bond sales with future reimbursement from OSHD

g.

Construction Cost	$1,760,000	
Right-of-way & relocation for ramp	250,000	
Right-of-way cost for mainline	1,700,000	
Relocation	700,000	
Total	$4,410,000	say $4,450,000

Phase III

a. Construct Front Street Bypass from Center-Marion bridges northerly to N. Commercial Street
b. Construct C-NBF ramp (if needed)
c. Timing of this stage would be entirely dependent upon future OSHD bond sales
d.

Construction Cost	$ 720,000	
Right-of-way and relocation for ramp	225,000	
Right-of-way cost for mainline	1,300,000	
Relocation	300,000	
Total	$2,545,000	say $2,550,000

FRONT STREET BYPASS - PRINGLE CREEK PARKWAY TRANSPORTATION SYSTEM
PROJECT COSTS AND FUNDING
FOR FRONT STREET BYPASS - 3 PHASED CONSTRUCTION PLAN

2-10-75
RWL

Project	* Total Project Costs	City Obligations		O.S.H.D. Obligations		F.H.W.A. Obligations	
		Estimated Costs	Transportation Bond Funds Earmarked	Estimated Costs	Funds Earmarked	Estimated Costs	Funds
13th Street Extension	$ 1,175,000	$ 130,000 (11%)	$ 100,000	$ 130,000 (11%)	$ 130,000	$ 915,000 (78%)	$ 915,000
Bellevue Street Widening	940,000	940,000	692,000	--	---	---	---
Pringle Creek Parkway Church - Winter	1,120,000	30,000 (E 150' ±)	58,000	--	---	---	---
Commercial - Church	985,000	985,000	860,000	--	---	---	---
State, Court, & Chemeketa Streets	275,000	275,000	150,000	--	---	---	---
Front Street Bypass Phase I (C-SBF Ramp)	880,000	0	0	880,000	880,000	---	---
Phase II (Front St.: Marion-Trade & NBF-M Ramp)	4,450,000	3,830,000	3,400,000	620,000	620,000		
Un-earmarked City Bond Funds (Includes N. Lib.-Comm. Bond Funds)	---	---	1,040,000	--	---	---	---
Sub-Totals	$9,775,000	$6,190,000	$6,300,000	$1,500,000	$1,500,000	$ 915,000	$ 915,000
Reimb. from OSHD for Front St.		-3,830,000	(Credit)	3,830,000	3,830,000		
Front Street Bypass Phase III (Front St.: Marion-D & C-NBF Ramp)	2,550,000	520,000	---	2,030,000	2,030,000	---	---
N. Liberty - Commercial Couplet	960,000	960,000	---	---	---	---	---
Totals	$13,285,000	$3,840,000	$6,300,000	*$7,360,000	*$7,360,000	$ 915,000	$ 915,000
	* Includes Construction, Engr. R/W,			* TriCounty Bond Funds			

[illegible]

CITY
OF SALEM
OREGON

DEPARTMENT OF PUBLIC WORKS

1/2 ✓ [illegible]

January 31, 1975

Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Attention: Adrian Olsen
Preliminary Design Engineer

Gentlemen:

Subject: Front Street Bypass
Mill Creek to Trade Street

The City is quite concerned about the timing of additional OSHD bond sales which would provide funding for the Front Street Bypass project. We understand that at present, approximately $1.5 million is allocated to this project, of which the C-SBF ramp will require approximately $900,000 including right-of-way.

Prior to beginning right-of-way acquisitions, especially condemnation cases where we must stipulate the intended use of a parcel and the timing therefor, we are studying several alternatives. One contingency plan being studied would involve three stages of construction as follows:

Stage I -
- a. Construct C-SBF ramp
- b. OSHD Bond Funds $900,000 for construction and right-of-way

Stage II -
- a. Construct Front Street Bypass (6 lanes) from Marion-Center Bridges southerly to Commercial Street at Ferry and Trade Streets
- b. C-SBF Ramp would add a lane, and a lane would drop to the NBF-M Ramp
- c. Transition back into existing Front Street north of bridges
- d. Build NBF-M Ramp
- e. relocate railroad (s) from bridges south
- f. Costs would be shared as follows:
  OSHD - contribute as much as is available from bond sales at that time

[illegible]

City - contribute remainder from its' bond sales with future reimbursement from OSHD

Stage III -
- a. Construct Front Street Bypass from Center-Marion bridges northerly to N. Commercial Street
- b. Construct C-NBF ramp (if needed)
- c. Timing of this stage would be entirely dependent upon future OSHD bond sales

To see if such a plan is feasible, please provide me with a plan showing Stages I and II. I have costs for Stage I. I also need a construction cost estimate for Stages II and III. These estimates should be similiar to and compatible with your estimates of November 8, 1974.

I need the plan and cost estimates by February 10, 1975 so I can add right-of-way cost information and present it at our February 12, 1975 Front Street Bypass Steering Committee Meeting.

Very truly yours,

Ralph W. Lambert, P.E.
Project Coordinator

RWL:rd

cc: Ed Hunter, Assistant State Highway Engineer
Robert Briscoe, Assistant City Manager
B. T. Van Wormer, Director of Public Works

January 21, 1975

ALTERNATIVE TO 2-WAY TRAFFIC ON STATE STREET

The CSDP Plan adopted in 1970 proposed improving Front Street to greatly reduce traffic on Liberty and Commercial Streets in the C.B.D. It included the Pringle Creek Parkway, revising Trade Street to one-way eastbound, and reversing Ferry Street. This created a need for a "transition" street in the formerly alternating one-way grid. The consultant recommended State Street to become the 2-way, 4-lane transition street.

CONCERNS

A number of businessmen and staff people became concerned with a 2-way State Street.

A. Traffic capacity will be severely reduced on State Street

1. Progression through six signals is impossible with 2-way traffic (like 12th Street).
2. The many left turns will choke capacity to one through lane each way. But the right turns will be delayed by pedestrians in crosswalks and thus plug even the through vehicles behind them.
3. The reduced capacity on State will also affect the capacity of Front Street at State Street and force people onto other C.B.D. streets.
4. Changes some business access orientation (i.e., Western Security Bank drive-in).

B. Front Street must be attractive to the motorists or they'll not forego Commercial and Liberty Streets. We've been worried about capacity and progression through the signalized intersections--too many, or in the wrong place, destroys progression and thus capacity.

C. DEQ will require smooth flowing traffic to reduce emissions and fuel consumption.

D. Although suggested in the 1970 CSDP Plan, an undercrossing of State Street at SPRR (12th) is not feasible without severe traffic circulation problems.

WHY NOW?

The Pringle Parkway is scheduled to open in mid-February (reversing Ferry Street). Traffic signal equipment will arrive about June to 2-way State Street. Planning is underway on Front Street, the Riverfront and downtown

NOTED
F. D. KLABOE

areas and in the Capitol Mall.

A. The schedule to "2-way" State forces an early decision. Traffic signal equipment now on order is adaptable to either plan.

B. Front Street plans show problems with an intersection with a 2-way State Street, with progression through the signals, and with access to the riverfront for vehicles and pedestrians.

C. Downtown study proposals show Chemeketa will probably be closed or downgraded, leaving Court Street one-way between two 2-way streets.

D. The Capitol Building Wings proposal would depress Court Street to provide separated pedestrian, etc. access across Court Street.

E. State Street needs the greater capacity for C.B.D. and through traffic. Center/Marion feeds mostly northeast, Pringle Parkway the southeast. State Street is the logical way to the east.

PROPOSAL

We propose to reverse State Street (to eastbound) and Court Street (to westbound) between Front Street and at least 14th Street. (Preferable alternative, or later phase, at 18th Street) Use Chemeketa as the two-way transition street between the two sets of couplets.

Some of the more obvious effects are:

SHORT RANGE: (Assumes Front Street and Bridge Ramp construction)

PRO Reduces congestion on State Street with no significant change of local access from 2-way scheme (will improve local access).

PRO Provides progression on State Street in C.B.D.

PRO Maintains alternating one-way streets with down-graded Chemeketa as the transition.

PRO Improves Front Street capacity.

PRO Access to riverfront.

PRO Reduces congestion at State and 12th (and therefore reduces backup into Court and 12th during peak hours). Reduces traffic on State Street from about 10,000 vehicles per day to about 7,000 estimate.

CON Increases traffic on Court from about 4,000 to an estimated 7,000--and at surface level for present, may require a pedestrian signal on Court Street at East Summer or ?.

PRO Permits closure of Chemeketa in the C.B.D. and Capitol Mall, restores 2-way traffic in other sections. Decreases through traffic between 12th and 17th (and in neighborhood to the east).

CON Bus stop problems--The Cherriots now use Court and High Streets as the transfer point. With Court reversed and the buses requiring a "right side" curb, the transfer point would have to be relocated. Several corners might be suitable.

PRO Appears compatible with present downtown plans--may be beneficial by reducing pedestrian and vehicle crossing conflicts at State Street.

PRO Reduces State and Court in C.B.D. to 3 lanes (from 4) -- allows adding about 50% more parking spaces between Cottage and Front.

CON Requires making 14th (or 18th) one-way for one block--forces some N/S travel out of direction.

(WITH 18th STREET ALTERNATIVE):

PRO Provides "better" corners (not as sharp as at 14th) and with lower traffic volumes. Less disruptive to N/S traffic than 14th Street.

PRO Eliminates vision hazard at Court and 17th Street (Church).

CON Requires an additional traffic signal at Court and 17th and possibly at Court and 14th.

CON Court Street (14th to 18th) is primarily residential--it is an adopted SATS collector west of 17th.

LONG RANGE

PRO Capitol Wings separates vehicles/pedestrians in front of Capitol Bldg. on Court Street.

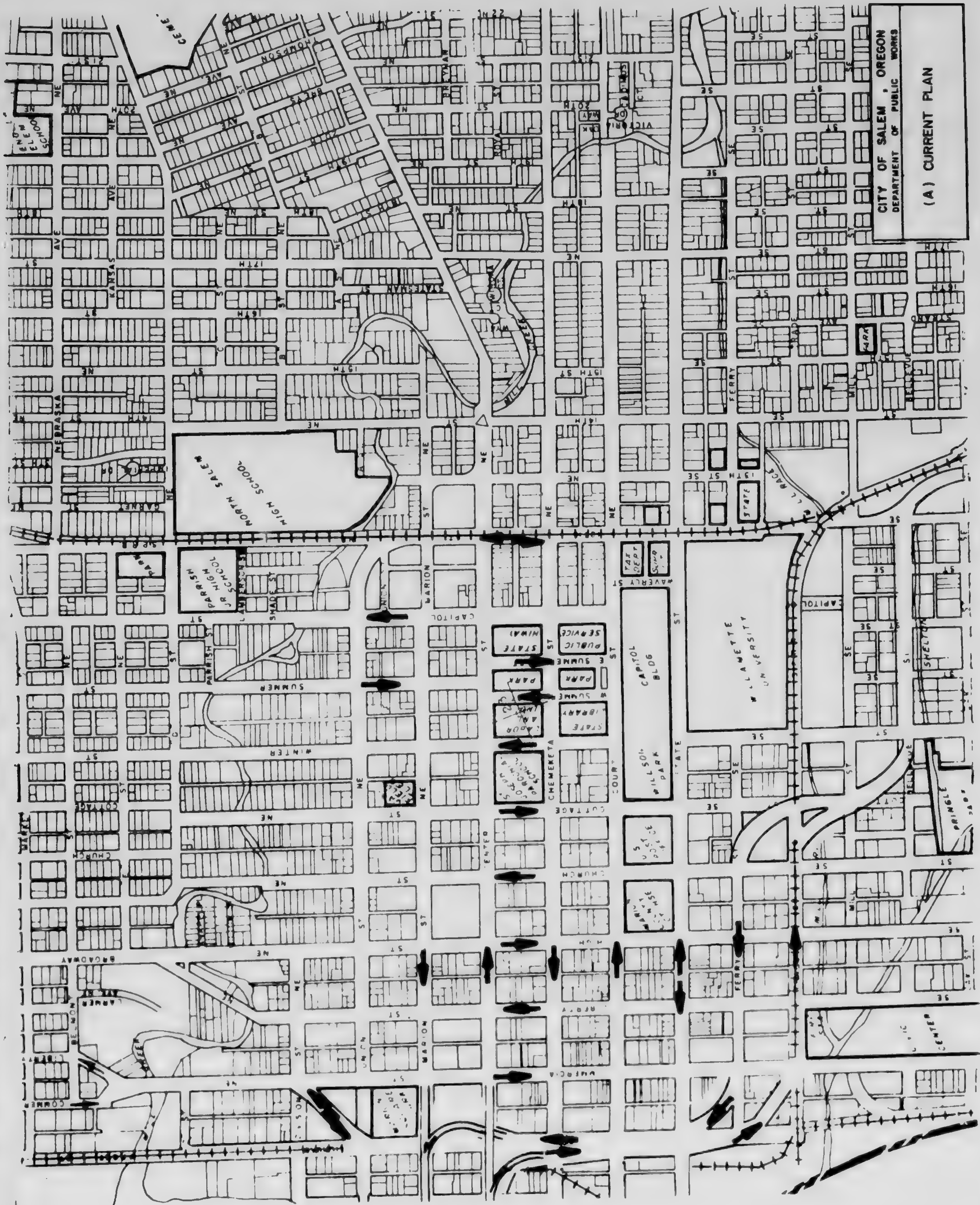
PRO With separation from Court at Capitol Bldg. and "revising" (close or ?) Chemeketa in the Capitol Mall, a "super-block" can be created between State, Winter, Center and Capitol Streets. Interior street pattern can be improved and should aid state planning.

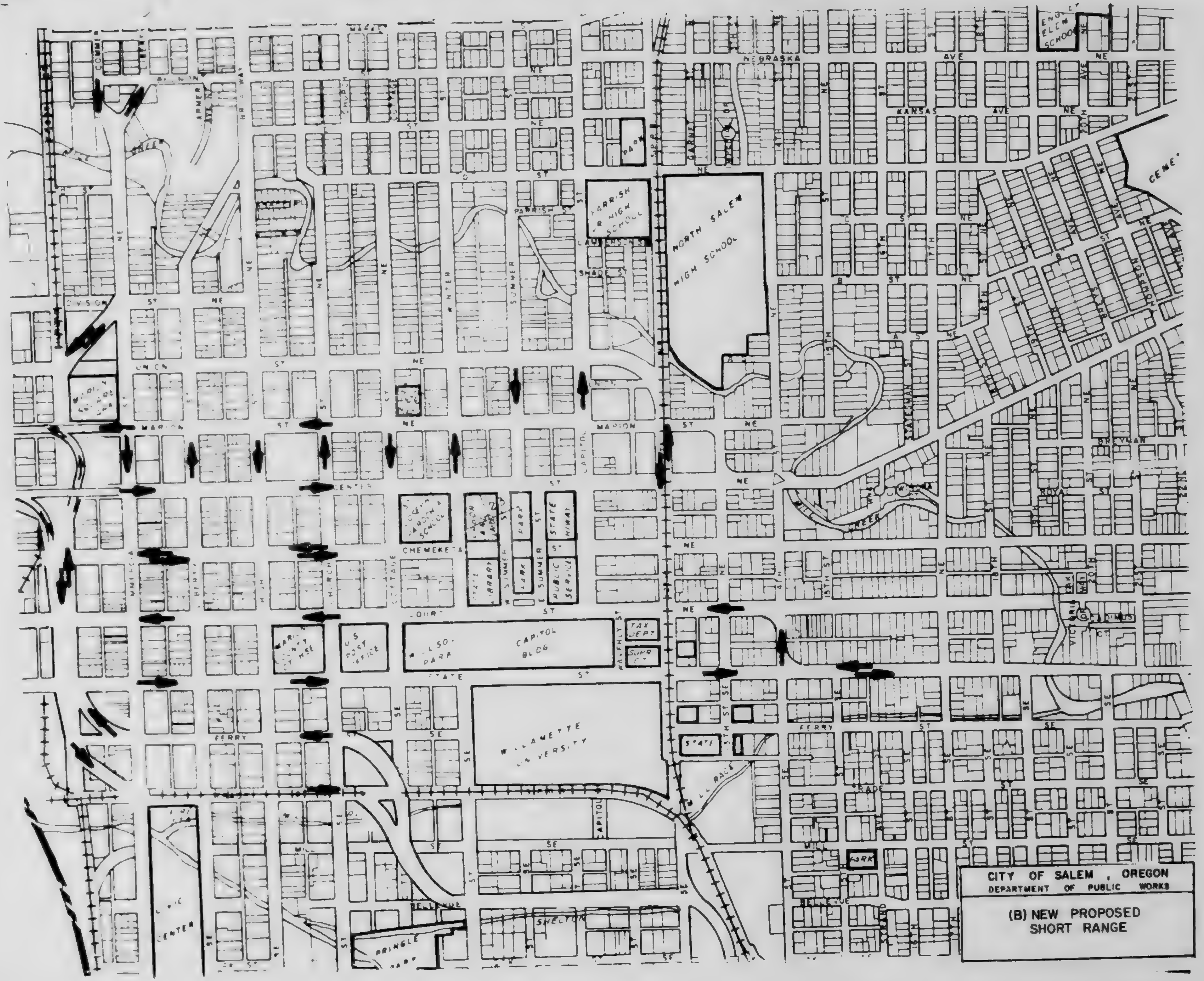
PRO Allows a superior connection for Capitol Street when the 12th Street Extension/Capitol Couplet are implemented. By closing Chemeketa between Capitol and 12th, most major buildings can be missed.

PRO With Capitol/12th Couplet, would only have two 2-way intersections left on 12th Street. This, plus both having intersecting one-way streets, would permit greatly improved N/S progression.

SUMMARY

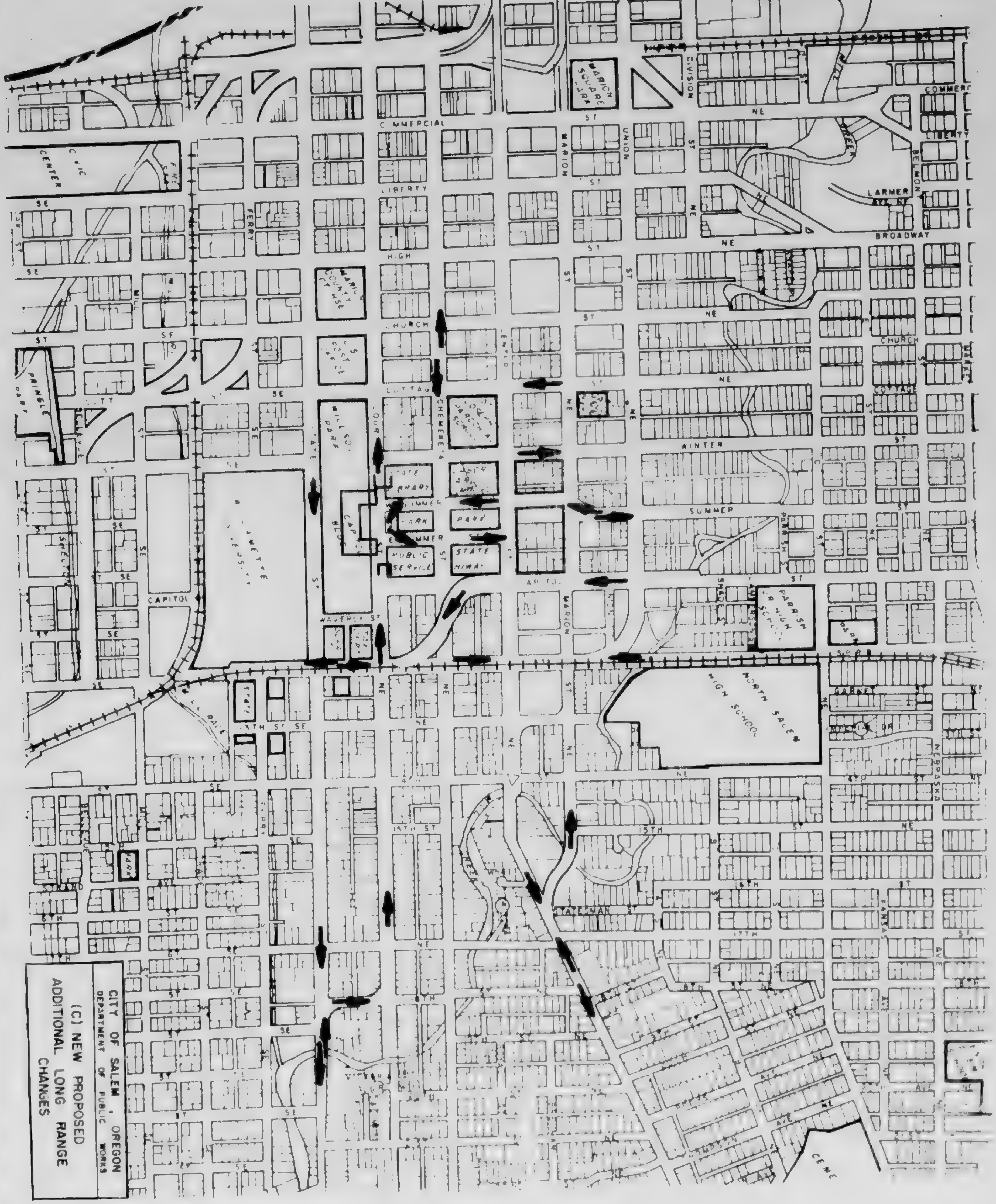
At first glance this idea looks good. It also has some drawbacks. We'll give it a thorough study.


CITY OF SALEM, OREGON
DEPARTMENT OF PUBLIC WORKS
(A) CURRENT PLAN
ENGLEWOOD ELEM SCHOOL
NORTH SALEM HIGH SCHOOL
PARRISH JR HIGH SCHOOL
WILLAMETTE UNIVERSITY
CAPITOL BLDG
WILLSON PARK
STATE LIBRARY
PUBLIC SERVICE
STATE ADMIN
PARK
STATE
TAX DEPT
CIVIC CENTER
PRINGLE PARK
NEBRASKA
KANSAS
STATESMAN
THOMPSON
VICTORIA
NE
SE
ST
AVE
17TH
14TH
13TH ST SE
15TH ST
WAVERLY ST
CAPITOL
SUMMER
E SUMMER
W SUMMER
WINTER
COTTAGE
CHURCH
CHEMEKETA
COURT
STATE
FERRY
CENTER
MARION
UNION
BROADWAY
BELMONT
JEFFERSON ST
PARRISH ST
SHADE ST
SHELTON
MILL
MILL RACE
COMMERCIAL
LIBERTY
HIGH
CEMETERY


NORTH SALEM HIGH SCHOOL
PARRISH JR HIGH SCHOOL
ENGLEWOOD ELEM SCHOOL
PARK
CAPITOL BLDG
WILLSON PARK
TAX DEPT
SUPR CT
STATE LIBRARY
PARK
STATE HIWAY
PUBLIC SERVICE
U S POST OFFICE
MARION COUNTY COURT HSE
WILLAMETTE UNIVERSITY
STATE
CIVIC CENTER
PRINGLE PARK
NEBRASKA AVE NE
KANSAS AVE NE
GARNET
PARRISH ST
LAURISON
SHADE ST
DIVISION ST NE
UNION ST NE
MARION ST NE
CENTER
CHEMEKETA
COTTAGE
COURT ST
STATE ST
FERRY
CAPITOL
WINTER
SUMMER
CHURCH
HIGH
LIBERTY
COMMERCIAL
BROADWAY
12TH
13TH ST
14TH
15TH
16TH
17TH
18TH
19TH
20TH
21ST
22ND
STATESMAN
BREYMAN
ROYAL
HAYS
THOMPSON
MILL RACE
MILL
BELLEVUE
SHELTON
TRADE
VICTORIA
SE
NE
CEMETERY

CITY OF SALEM, OREGON
DEPARTMENT OF PUBLIC WORKS

(B) NEW PROPOSED SHORT RANGE



CITY OF SALEM, OREGON
DEPARTMENT OF PUBLIC WORKS

(C) NEW PROPOSED
ADDITIONAL LONG RANGE
CHANGES

MARION SQUARE PARK
COMMERCIAL
LIBERTY
BROADWAY
LARMER AVE NE
BELMONT
CIVIC CENTER
FERRY
HIGH
CHURCH
COTTAGE
WINTER
SUMMER
CAPITOL
MARION
UNION
DIVISION
MARION COUNTY CT HSE
U.S. POST OFFICE
WILLSON PARK
CHEMEKETA
STATE LIBRARY
CAPITOL BLDG
PUBLIC SERVICE
STATE HIWAY
PARK
WILLAMETTE UNIVERSITY
WAVERLY ST
PRINGLE PARK
PARRISH JR HIGH SCHOOL
NORTH SALEM HIGH SCHOOL
GARNET
NEBRASKA
15TH
16TH
17TH
STATESMAN
13TH ST
STRAND
PARK
CENE

MEMORANDUM

December 2, 1974

To: R. S. Moore, City Manager

From: Walter Gordon, Chairman, Design Review Team WG ts

Subj: 12th/13th Street - Bellevue Intersection - Design Review Team review

The Design Review Team was requested to meet for the second time with the City Staff to review the proposed 12th/13th Street extension and the Bellvue Street intersection as part of the Pringle Parkway.

The purpose of the meeting was to review the process of arriving at the proposed design for the traffic islands and the intersection of the 12th/13th Streets couplet with Bellevue Street. Doug Van Dyke described the necessity for providing protected pedestrian crossings to serve the anticipated use from Willamette University, the Amtrak Station and surrounding development. It is felt necessary to provide protected movement for pedestrians and to minimize conflicts with automobiles in this process. Secon dly, Jerry Gooley reviewed design constraints for providing landscaping but also safety and protection for maintenance crews during the maintenance of the traffic islan ds. These elements are also to relate with the proposed pedestrian pathway.

The result of the second presentation was an expansion of our concerns as expressed in my memo of November 5, 1974. The intersection of 12th/13th Streets and Bellevue is an important intersection in the City and serves as one of the many gateways to to City. This one is the entrance to the Pringle Parkway system.

It is the reaction of the Design Review Team that the proposal could be gracefully simplified, while providing necessary traffic control and landscape opportunities. The design has produced a pedestrian flow that is difficult to conceive of being adhered to, and has produced excessive signing and a low-scale, barren quality of landscaping. A rough count of the proposed signing related to accomplishing all of the automobile and pedestrian control reveals that 86 separate signs will be necessary, in addition to five traffic lights and three pedestrian wal and wait signals. It is the opinion of the Design Review Team that in an effort to provide for every conceivable circumstance, the results instead have provided a dangerously confusing pedestrian environment, the net effect of which is overall confusion and a design that is distinctive by its lack of quality. The various design constraints either identified or felt, have produced compromise design solutions that fall far below the intent of developing a landscaping and signing system for the entire Pringle Parkway.

The complexity of pedestrian flow requires a pedestrian to wait on the island refuges through five cycles of signalizing to walk from the west side of 12th Street to the east side of 12th Street. It is inconceivable that in Oregon's climate or with the temperment of the probable pedestrian users in this area that this would be done.

It is the opinion of the Design Review Team that the plan as presented is non-functional and is not acceptable.

The Design Review Team makes the following recommendations:

1) The pedestrian environment, traffic control and signing be regarded in a coordinated design consideration of vehicular flow with appropriate signing and signalization as part of a total comprehensive plan, including landscaping.

2) That reconsideration be given to the placement of the roadway improvement within the right-of-way in that this alignment greatly affects the latitude of the design quality and to consider again the total impact of the proposed improvements.

3) That the design of this intersection somehow be approached with the same attitude of community responsibility that prevailed in producing the park on Summer Street which provides for one tree, with the roadway changing to accomplish this. This is one example of a responsiveness to quality that the Design Review Team urges be the guiding design goal for the subject intersection.

4) The Design Review Team is willing to meet again with City personnel to discuss several sketch solutions which reflect a more coordinated consideration of vehicular and pedestrian flow.

WG:ts

11-25-74
RWL

O.S.H.D. BONDS

Total Authorization by vote of people May 28, 1974	$ 150,000,000
Of this for Tri County area Marion - Polk - Yamhill	$ 15,000,000
Of Tri County amount for Front Stree Bypass and Bridge Ramps	$ 7,360,000

Breakdown

3 ramps	$ 2,300,000
Front St.	$ 5,060,000
	$ 7,360,000

July 9, 1974 Bond Sale	$ 25,000,000

Portions of this sale allocated to the following Mid-Willamette Valey Projects

Front Street & Ramps	$ 900,000
Chehalem Cr. Bridge Hwy 99 @ Newberg	$1,400,000
Hwy 20 Sweet Home	$ 150,000
Hwy 20 Albany	$ 145,000
etc.	

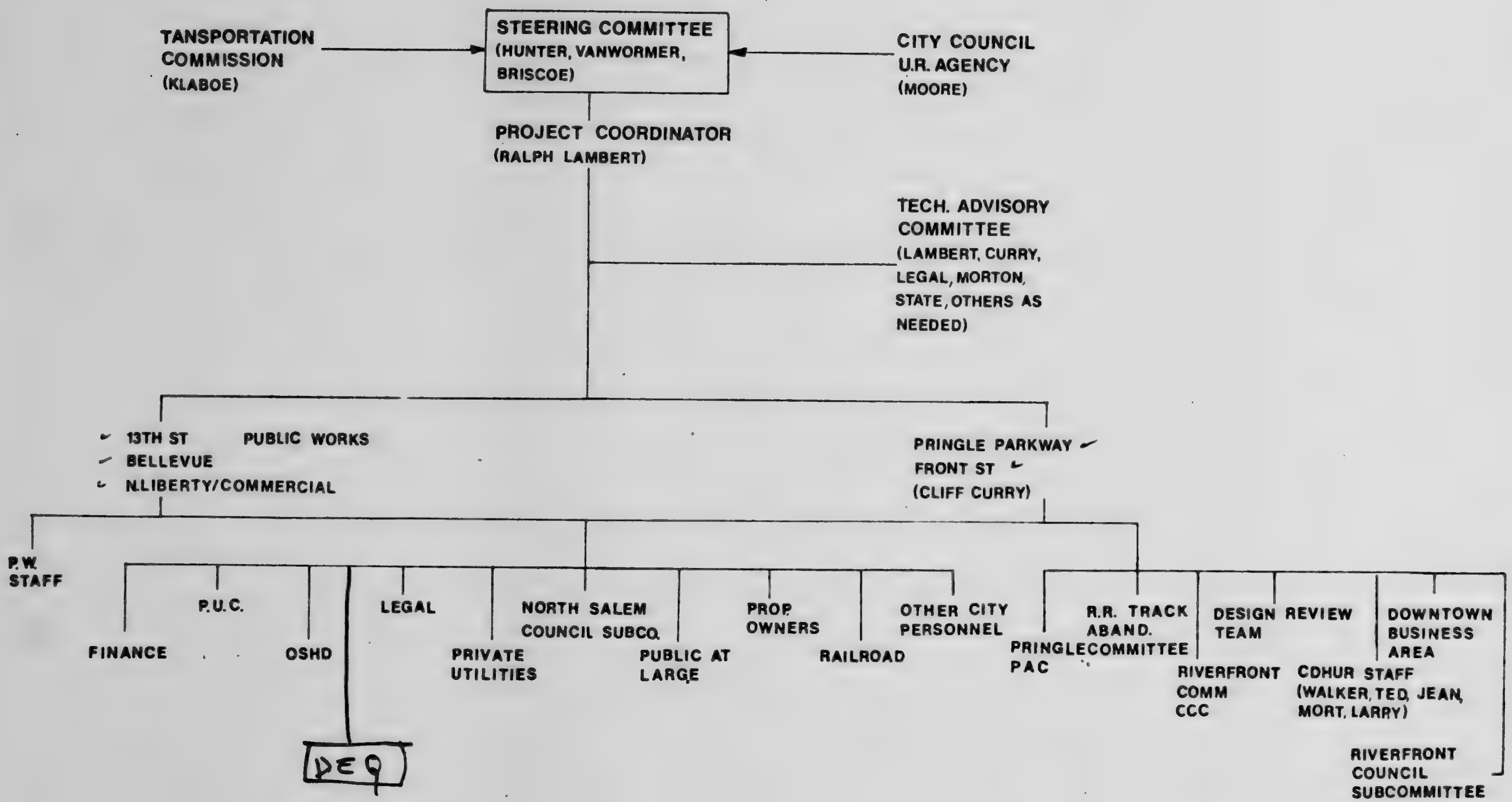
Original Ramp Bonds (3 ramps)	$2,300,000
less bonds sold 7-9-74 (1 ramp)	900,000
	$1,400,000
Plus Front St. Bypass	5,060,000
Phase II	$6,460,000

11-15-74
RWL

FRONT STREET BYPASS - PRINGLE CREEK PARKWAY TRANSPORTATION SYSTEM
PROJECT COSTS AND FUNDING

Project	* Total Project Costs	City Obligations		O.S.H.D. Obligations		F.H.W.A. Obligations	
		Estimated Costs	Transportation Bond Funds Earmarked	Estimated Costs	Funds Earmarked	Estimated Costs	Funds
13th Street Extension	$ 870,000	$ 96,000 (11%)	$ 100,000	$ 96,000 (11%)	$ 96,000±	$ 678,000 (78%)	$ 678,000±
Bellevue Street Widening	$ 940,000	$ 940,000	$ 692,000	---	---	---	---
ingle Creek Parkway Church - Winter	$1,120,000	$ 30,000 (E 150' ±)	$ 58,000	---	---	---	---
Commercial - Church	$ 985,000	$ 985,000	$ 860,000	---	---	---	---
State Street	$ 170,000	$ 170,000	$ 150,000	---	---	---	---
Front Street Bypass Phase I (C-SBF Ramp)	$ 830,000	$ 0	$ 0	$ 830,000	$ 900,000	---	---
Phase II (Front St. & 2 Ramps)	$7,000,000	$4,000,000 (R/W & Reloc)	$3,400,000	$3,000,000 (Constr. & RR Reloc.)	$6,460,000	---	---
N. Liberty Commercial Couplet	$ 960,000	$ 960,000	$ 800,000	---	---	---	---
un-earmarked City Bond Funds	$ ---	---	$ 240,000	---	---	---	---
Totals	$12,875,000 *Includes Construction, Engr, R/W, Reloc., etc.	$7,181,000 Deficit = $881,000	$6,300,000	*$3,830,000 * TriCounty Bond Funds	*$7,360,000	$ 678,000	$ 678,000

6-12-74


TANSPORTATION COMMISSION (KLABOE)
STEERING COMMITTEE (HUNTER, VANWORMER, BRISCOE)
CITY COUNCIL U.R. AGENCY (MOORE)
PROJECT COORDINATOR (RALPH LAMBERT)
TECH. ADVISORY COMMITTEE (LAMBERT, CURRY, LEGAL, MORTON, STATE, OTHERS AS NEEDED)
13TH ST
BELLEVUE
N.LIBERTY/COMMERCIAL
PUBLIC WORKS
PRINGLE PARKWAY
FRONT ST
(CLIFF CURRY)
P.W. STAFF
FINANCE
P.U.C.
OSHD
DEQ
LEGAL
PRIVATE UTILITIES
NORTH SALEM COUNCIL SUBCO.
PUBLIC AT LARGE
PROP. OWNERS
RAILROAD
OTHER CITY PERSONNEL
PRINGLE PAC
R.R. TRACK ABAND. COMMITTEE
DESIGN TEAM
RIVERFRONT COMM CCC
REVIEW
CDHUR STAFF (WALKER, TED, JEAN, MORT, LARRY)
DOWNTOWN BUSINESS AREA
RIVERFRONT COUNCIL SUBCOMMITTEE

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

November 8, 1974

Mr. Ralph Lambert
Public Works Department
555 Liberty Street S.E.
Salem, Oregon 97301

Dear Mr. Lambert:

Front Street Bypass
Central Salem Development Plan
City of Salem
Marion County

As requested, estimates have been made for the Center Street southbound ramp, both as a one stage and a two stage project. These would be 1975 prices.

If the ramp is constructed in two stages, the initial unit would grade cross the railroad spur track and connect at right angles to Front Street opposite Chemeketa Street. The first stage would cost approximately $615,000. To revise this to the final grade and alignment would cost an additional $125,000. If the right of way could be cleared so that the final ramp alignment and grade could be constructed in the first instance, it would cost approximately $600,000, or a net saving of $140,000. This difference is primarily due to use of retaining walls in order that the second stage grade revision can be made.

An estimate has also been made for construction of the total Front Street project, including the ramps from the bridges. This would cost approximately $3,000,000, based on 1976 contracting.

Attached are the preliminary cost sheets for the above estimates. If you have any questions please call me.

Very truly yours,

J. H. Versteeg
Road Design Engineer

12 74
REFER TO
FOR

ADO:js
Attachments
bc: F. B. Klaboe
A. E. Johnson
E. S. Hunter w/att.
Walt Hart w/att.
C. O. Fredrickson w/att.

SECTION SAlcM FRonT ST
HIGHWAY SAlem Willamina COUNTY MARion PREFIX 24-1444-901
LENGTH DESIGNER RIEN DATE 11-8-74

2 STAGE ConST TYPICAL SECTION 1st Stage

ROADWAY WIDTH
NUMBER OF LANES
MEDIAN WIDTH
SHOULDER WIDTH
WALK OR BERM WIDTH
CURBED UNCURBED

A.C. OR P.C.C. THICKNESS
P.M.B.B. OR C.T.B. THICKNESS
STONE LEVEL THICKNESS
STONE BASE THICKNESS
L.T.S.G. THICKNESS

ITEM		COST
TEMPORARY PROTECTION & DIRECTION		$
MOBILIZATION		
BUILDING DEMOLITION		
EARTHWORK		
CONCRETE MEDIAN BARRIER		
SURFACING		
DRAINAGE		
SIDEWALK OR BIKEWAY		
EXTRA WORK ITEMS		
MISC. ITEMS		
STRUCTURES	CENTER ST So Bound RAMP	565,000.00
RETAINING WALLS		
SIGNING		
ILLUMINATION		
TRAFFIC SIGNALS	CHEMekota & COURT	50,000.00
LANDSCAPING		

JAN 1975

SUB-TOTAL	$ 615,000.00
+ ENGR. & CONT.	$
TOTAL	$
RIGHT-OF-WAY	$
GRAND TOTAL	$

OREGON STATE HIGHWAY DIVISION - BRIDGE SECTION
ESTIMATE SHEET

Corner of [illegible] Streets
Bridge Name [illegible] Ramp County [illegible] Bridge No. 1336
Section and Station ____ Highway ____
Estimate Made By [illegible] Date [illegible] Checked By ____ Date ____
Description Temporary Ramp

Estimate From No Plans Sketch Completed Plans Drawing No.
(Strike out the ones which do not apply)
Calculation Book No. ____ Loading HS 20-44

ITEMS	UNIT	QUANTITIES			COST	
		Substrct.	Superstrct.	Total	Rate	Amount
Mobilization	All					33,240
Shoring, Cribbing, etc.	All					25,000
Structural Excavation	Cu.Yd.			541	10.00	5410
Excavation Below Elev. Shown	Cu.Yd.					
Untreated Timber Piling (No.)	Lin.Ft.					
Treated Timber Piling (No.)	Lin.Ft.					
Steel Piling (No.)	Lin.Ft.					
Prestr. Conc. Piling (No.)	Lin.Ft.					
Furnish Pile Driving Equipment	All					
Drive Timber Piling	Lin.Ft.					
Drive Steel Piling	Lin.Ft.					
Drive Prestressed Conc. Piling	Lin.Ft.					
Structural Concrete Class A	Cu.Yd.	627		627	120.00	75,240
" " " "	Cu.Yd.		477	477	140.00	66,780
Metal Reinforcement	Lbs.	156,750	117,250	276,000	0.45	124,200
Structural A36 Steel	Lbs.		21,000	21,000	1.00	21,000
Prestressing Steel	Lbs.					
Prestr. Conc. ( )	Each					
[illegible]	Cu.Yd.			2267	7.00	15,900
[illegible]	[illegible]			500	19.90	[illegible]
Rail # 25737	Lin.Ft.			950	15.00	14,250
Slope Paving (incl. preparation)	Sq.Yd.					
Slope Paving Curb	Sq.Yd.					
Drain Pipe	Lin.Ft.			50	10.00	500
Berm Paving	Sq.Yd.					
R.C. End Panels	Sq.Yd.			58	50.00	2900
Expansion Jts.	Lin.Ft.			110	[illegible]	11,000
Electric Conduit	Lin.Ft.					5000
Membrane Waterproofing	Sq.Yd.					
[illegible]	Each			1		[illegible]
Removal of old Bridge	All	–	–	–	–	10,000
Maintenance of Traffic	All	–	–	–	–	[illegible]
Subtotal						448,500
Plus 20 Percent for Engineering & Contingencies						89,500
TOTAL COST						$ 538,000

538,000 x 1.05 : 565,000.00 1975 Jan

[illegible]

ESTIMATE SHEET

Bridge Name Center & Marion Streets Bridge Ramps – CS&F Ramp County Marion Bridge No. 1336
Section and Station ______ Highway ______
Estimate Made By WAIT Date 7-30-74 Checked By ______ Date ______
Description Remodel Temporary Ramp to Final Grade & Alignment.
Add 10%/year for inflation cost index
Estimate From No Plans Sketch Completed Plans Drawing No.
(Strike out the ones which do not apply) 2nd Stage
Calculation Book No. ______ Loading US 20-44

ITEMS	UNIT	QUANTITIES			COST	
		Substrct.	Superstrct.	Total	Rate	Amount
Mobilization	All					
Shoring, Cribbing, etc.	All					5000
Structural Excavation	Cu.Yd.			49	10.00	490
Excavation Below Elev. Shown	Cu.Yd.					
Untreated Timber Piling (No.)	Lin.Ft.					
Treated Timber Piling (No.)	Lin.Ft.					
Steel Piling (No.)	Lin.Ft.					
Prestr. Conc. Piling (No.)	Lin.Ft.					
Furnish Pile Driving Equipment	All					
Drive Timber Piling	Lin.Ft.					
Drive Steel Piling	Lin.Ft.					
Drive Prestressed Conc. Piling	Lin.Ft.					
Structural Concrete Class A	Cu.Yd.	100		100	200.00	20,000
Metal Reinforcement	Lbs.	25,000		25,000	0.50	12,500
Structural Steel	Lbs.					
Prestressing Steel	Lbs.					
Prestr. Conc. ( )	Each					
Backfill	Cu.Yd.			311	7.00	6400
Paving	Sq.Yd.			809	18.00	14,560
Rail # 23337	Lin.Ft.			170	15.00	2550
Slope Paving (incl. preparation)	Sq.Yd.					
Slope Paving Curb	Sq.Yd.					
Drain Pipe	Lin.Ft.					
Berm Paving	Sq.Yd.					
R.C. End Panels	Sq.Yd.			58	50.00	2900
Expansion Jts.	Lin.Ft.					
Electric Conduit	Lin.Ft.					
Membrane Waterproofing	Sq.Yd.					
Removal of old Bridge	All	–	–	–	–	5000
Maintenance of Traffic	All	–	–	–	–	[illegible]
Subtotal						89,400
Plus 20 Percent for Engineering & Contingencies						17,900
TOTAL COST						$107,300

107,300 x 1.05 x 1.10 = 123,900 – 1976 Jan.

[illegible]

SECTION SALEM FRONT ST
HIGHWAY SALEM-WILLAMINA COUNTY MARION PREFIX 24-1999-907
LENGTH ____ DESIGNER RIEN DATE 11-8-74

1 STAGE CONST

TYPICAL SECTION

ROADWAY WIDTH ____	A.C. OR P.C.C. THICKNESS ____
NUMBER OF LANES ____	P.M.B.B. OR C.T.B. THICKNESS ____
MEDIAN WIDTH ____	STONE LEVEL THICKNESS ____
SHOULDER WIDTH ____	STONE BASE THICKNESS ____
WALK OR BERM WIDTH ____	L.T.S.G. THICKNESS ____
CURBED ____ UNCURBED ____	

ITEM	COST
TEMPORARY PROTECTION & DIRECTION	$
MOBILIZATION	
BUILDING DEMOLITION	
EARTHWORK	
CONCRETE MEDIAN BARRIER	
SURFACING	
DRAINAGE	
SIDEWALK OR BIKEWAY	
EXTRA WORK ITEMS	
MISC. ITEMS	
STRUCTURES	550,000.00
RETAINING WALLS	
SIGNING	
ILLUMINATION	
TRAFFIC SIGNALS	50,000.00
LANDSCAPING	

JAN 1975

SUB-TOTAL	$ 600,000.00
+ ___ ENGR. & CONT.	$
TOTAL	$
RIGHT-OF-WAY	$
GRAND TOTAL	$

OREGON STATE HIGHWAY DIVISION - BRIDGE SECTION

ESTIMATE SHEET

Corner of Marion Streets
Bridge Name [illegible] CSSF Ramp County Marion Bridge No. 123G
Section and Station ______ Highway ______
Estimate Made By [illegible] Date 7-30-74 Checked By ______ Date ______
Description Final Ramp with no Temporary Condition

Estimate From No Plans Sketch Completed Plans Drawing No.
(Strike out the ones which do not apply)
Calculation Book No. ______ Loading HS 20-44

ITEMS	UNIT	QUANTITIES			COST	
		Substrct.	Superstrct.	Total	Rate	Amount
Mobilization	All					32,275
Shoring, Cribbing, etc.	All					25,000
Structural Excavation	Cu.Yd.			500	10.00	5000
Excavation Below Elev. Shown	Cu.Yd.					
Untreated Timber Piling (No.)	Lin.Ft.					
Treated Timber Piling (No.)	Lin.Ft.					
Steel Piling (No.)	Lin.Ft.					
Prestr. Conc. Piling (No.)	Lin.Ft.					
Furnish Pile Driving Equipment	All					
Drive Timber Piling	Lin.Ft.					
Drive Steel Piling	Lin.Ft.					
Drive Prestressed Conc. Piling	Lin.Ft.					
Structural Concrete Class A	Cu.Yd.	349		349	120.00	41,880
" " " "	Cu.Yd.		705	705	140.00	98,700
Metal Reinforcement	Lbs.	87,250	176,250	263,500	0.45	118,575
Structural A36 Steel	Lbs.		21,000	21,000	1.00	21,000
Prestressing Steel	Lbs.					
Prestr. Conc. ( )	Each					
[illegible]	Cu.Yd.			1166	7.00	8160
[illegible]	Sq.Yd.			442	18.00	7960
Rail # 2397	Lin.Ft.			1132	[illegible]	[illegible]
Slope Paving (incl. preparation)	Sq.Yd.					
Slope Paving Curb	Sq.Yd.					
Drain Pipe	Lin.Ft.			50	[illegible]	[illegible]
Berm Paving	Sq.Yd.					
R.C. End Panels	Sq.Yd.			58	50.00	2900
Expansion Jts.	Lin.Ft.			140	100.00	14,000
						5000
Electric Conduit	Lin.Ft.					
Membrane Waterproofing	Sq.Yd.					
[illegible]	[illegible]			1	[illegible]	[illegible]
						[illegible]
Removal of old Bridge	All	—	—	—	—	
Maintenance of Traffic	All	—	—	—	—	
Subtotal						435,750
Plus 20 Percent for Engineering & Contingencies						[illegible]
TOTAL COST						$ 523,000

523,000 × 1.05 × 1.10 = 604,000 1976 Jan
523,000 X1.05 = $550,000 1975 Jan

PRELIMINARY COST ESTIMATE

SECTION Salem Front ST
HIGHWAY Salem-Willamina COUNTY MARION
LENGTH 0.9 M± DESIGNER RIEN PREFIX 24-1444-76
DATE 11-8-74

TYPICAL SECTION

1976 prices

ROADWAY WIDTH 122
NUMBER OF LANES 6
MEDIAN WIDTH VAR-30'
SHOULDER WIDTH 10
WALK OR BERM WIDTH 10
CURBED ✓ UNCURBED

A.C. OR P.C.C. THICKNESS
P.M.B.B. OR C.T.B. THICKNESS
STONE LEVEL THICKNESS
STONE BASE THICKNESS
L.T.S.G. THICKNESS

ITEM	COST
TEMPORARY PROTECTION & DIRECTION	$ 40,000.00
MOBILIZATION	65,000.00
BUILDING DEMOLITION	
EARTHWORK	102,000.00
CONCRETE MEDIAN BARRIER	
SURFACING	415,000.00
DRAINAGE	60,000.00
SIDEWALK OR BIKEWAY	55,000.00
EXTRA WORK ITEMS Relocate R/R	250,000.00
MISC. ITEMS	
STRUCTURES includes Engineering & Contingencies	1,330,000.00
RETAINING WALLS	
SIGNING	60,000.00
ILLUMINATION	75,000.00
TRAFFIC SIGNALS	175,000.00
LANDSCAPING	60,000.00
SUB-TOTAL	$ 2,687,000.00
+ ENGR. & CONT.	$ 313,000.00
TOTAL	$ 3,000,000.00
RIGHT-OF-WAY	$
GRAND TOTAL	$

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

October 25, 1974

NOTED
E. S. HUNTER

Burlington Northern Inc.
1101 NW Hoyt St.
Portland, OR 97207

Attn: H. F. Moy

Front St. By-Pass
Central Salem Development Program
City of Salem
Marion County
BN File: Salem-2F

Dear Sir:

A copy of the Phase II portion of the Front Street By-Pass in the City of Salem, which you left with us in our meeting of October 15, 1974, was given to our Urban Design Unit for review by them. I am enclosing a copy of the drawing you left on which they have indicated the proposed westerly curb of Front Street upon completion of Phase II. Also I am enclosing a copy of their suggested revisions to your track alignment to keep your trackage outside of Front Street south of the Center Street ramps. It would be appreciated if you would review their suggested revisions and determine if they are compatible with your proposed operations in this area.

The Urban Design Unit has asked that three points be clarified on your proposals for Phase II. These are as follows:

1. The curvature on the tracks leading to the Union Avenue structure needs to be firmly established. I realize that this cannot be decided finally until it is determined if Southern Pacific Transportation Company will be operating in the area.

2. What are the controls on the run around track relative to the spur at Chemeketa Street. As you will note on the Urban Design Units suggestions on your revised track alignment, the spur off the main track has been moved from that indicated on your plan.

RECEIVED
OCT 25 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

3. It is important that the design controls on the rail spur to the sawdust area be established so that it can be determined where this spur should take off the main line. Our Urban Deisgn Unit feels that it is desirable to keep State Street open for traffic circulation toward the river, and the location of this spur, both horizontally and vertically, should be designed accordingly.

If you can provide us with information relative to these three points it will assist our Urban Design Unit in their design of Phase II of Front Street. If there is any further information you require, please contact me.

Yours truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

JEC:jrk
Enc.

cc: Jim Walker
Dept. of Public Works
City of Salem

bc: E. S. Hunter
R. L. Schroeder
J. B. Boyd
J. H. Versteeg
Adrian Olson
W. J. Hart
J. L. Sollis
C. O. Fredrickson

Salem, Oregon
October 24, 1974

ADOlson
A. D. Olson
Preliminary Design Engineer

James E. Chidsey
Railroad and Utility Engineer

Front Street Bypass
Central Salem Development Program
City of Salem
Marion County

Attached is a memo in regard to the Burlington Northern plan for track relocation which you asked us to review. Enclosed is a copy of that plan on which we have indicated the proposed future curb lines and a copy of our current plan on which we have indicated a possible revision of the Burlington Northern plan which would appear to duplicate what they intended to accomplish.

Three points which should be clarified are (1) Who determines the curvature on the Union Avenue track, (2) What are the controls on the run around track relative to the spur at Chemeketa Street. It may be that the run around track should be moved southerly in order to bring the spur off of the main track, etc. and (3) The design controls on the rail spur to the sawdust area will be required to determine where this spur should take off the main line. It would appear desirable to keep State Street open for traffic circulation toward the river and the location of this spur, horizontal and vertical, should be designed accordingly.

If you have any questions please contact me.

ADO:we
Enclosures
cc: Jim Walker w/encl.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
October 23, 1974

G. L. Rien
FROM: G. L. Rien, Senior Designer

TO: A. D. Olson, Preliminary Design Engineer

SUBJECT: Front Street Bypass
Central Development Program
City of Salem
Marion County

After reviewing Burlington Northern Railroad Company's proposed railroad realignment I will comment as follows:

The northbound traffic would be allowed to move free of railroad interference at all times. This is accomplished by the proposed tightening of the curve alignment for the Union Avenue spur track to allow it to traverse no further easterly than the median area. Southern Pacific officials previously have stated that this change could not be made.

It appears that southbound traffic would have intolerable conflicts based on alignment as shown. Southbound traffic planning to go through to Commercial Street could be stalled indefinitely if there happened to be a train on the run around track. The run around track would almost completely stall the southbound ramp from the Center Street bridge. Other conflicts for southbound traffic would be the service tracks to Boise Cascade. The proposed curbs have been traced onto a print of Burlington Northern's proposed plan which shows the conflicts mentioned above. Presumably the above conflicts were due to lack of knowledge of future curb positions.

A current plan showing a proposed railroad plan which would appear to allow the same service and eliminate the before mentioned conflicts has been prepared and hopefully will meet with approval from the Burlington Northern Railroad Company.

✓

GLR:we

bc: E. S. Hunter
R. L. Schroeder
J. B. Boyd
J. H. Versteeg
Adrian Olson
W. J. Hart
J. L. Sollis
C. O. Fredrickson

1859

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

October 22, 1974

NOTED
E. S. HUNTER

Burlington Northern Inc.
1101 NW Hoyt St.
Portland, OR 97207

Attn: H. F. Moy

Center Street Ramp
Front Street By-Pass
Central Salem Development Plans
City of Salem
Marion County

Dear Sir:

In response to your request at our October 15, 1974 meeting, enclosed is a copy of the drawing you furnished us covering your proposed Front Street track changes on the Front Street by-pass in the City of Salem. Our Bridge Section has located the proposed Center Street off-ramp on this drawing and indicated the column locations where the ramp will cross over your proposed track relocation. Also indicated on this drawing are the column locations of the existing Marion Street bridge and the existing Center Street bridge.

Your proposed track crosses the ramp and the proposed Front Street relocation at a very flat skew angle. In our discussion, it was suggested that possibly your main line run around track could be moved further west and thus avoid the Center Street off-ramp completly. It would be my recommendation that this be seriously considered in your track relocation.

If there is any further information you desire regarding our proposals on the Front Street by-pass, please contact me.

Yours truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

JEC:jrk
Enc.

RECEIVED
OCT 22 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

A DIVISION OF THE DEPARTMENT OF TRANSPORTA

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

October 16, 1974

Salem, OR 97310

FILE: ~~ROW~~ 18-2

FROM: J. E. Chidsey
Railroad & Utility Engineer

SUBJECT: Front St. By-Pass
Railroad Relocation

TO: File

At 1:30 pm on October 15, a meeting was held in J. B. Boyds office with representatives of the Burlington Northern Railroad, City of Salem, Mr. Boyd and myself. Those in attendance were:

H. E. Hudson, Industrial Real Estate Development Dept.,
  Burlington Northern, Seattle
Jim Hagle, Public Relations Dept., Burlington Northern, Portland
John Carnolm, Roadmaster, Burlington Northern, Salem
William Fleisher, Operations Division, Burlington Northern, Portland
H. F. Moy, Director of Engineering, Burlington Northern, Portland
Gordon I. Michaelson, Real Estate Supervisor, City of Salem
J. B. Boyd, Right of Way Engineer
J. E. Chidsey

During the course of the meeting we discussed the relocation of Burlington Northern's depot and team track facilities on Front Street. We were advised that Burlington Northern owns a piece of property in the northern part of the City of Salem bounded by Laurel St., Locus St., Myrtle St. and Hickory St. on which they propose to build their new office and freight warehouse and a new team track facility. Mr. Michaelson advised us that the land in this location is zoned for industrial use which would allow the depot and freight warehouse to be constructed, consistent with present planning standards requiring landscaping and sufficient paved parking for the people who will utilize the facility. Mr. Moy raised the question as to when the State would want possession of the Front St. property now owned and utilized by Burlington Northern. I told him that I felt we would want to open bids for the construction of the Center Street ramp in approximately May of next year, and would want to take possession of the property at that time, if at all possible. I told Mr. Moy that I would check with the Bridge Division to ascertain if this is the time desired and advise him as to a definite date by which the State would be desirous of taking possession of the Front Street area.

Mr. Moy felt that the relocation could be accomplished almost wholly by the first of May of next year. It may be necessary for Burlington Northern to operate out of a temporary trailer house office for a period of one to three months and bring in a box car to utilize as a temporary warehouse while the new office and warehouse facility is being constructed. Mr. Boyd informed them that the State would be willing to absorb the cost of the rental necessary for these temporary facilities.

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OCT 16 1974
[illegible]

Burlington Northern's proposal for their relocated depot facilities includes the construction of a 28-foot by 88-foot office and freight warehouse, the removal of existing work platform and the construction of a new concrete platform to service the team track facility, the construction of 275-feet of engine house track and the necessary paved parking area and landscaping, Mr. Moy advised us that he would furnish to the State an estimate of the total cost of this work within the next 30 days.

There was some discussion regarding the reimbursement of Burlington Northern for the cost incurred by them in the relocation of the depot and team track facilities along with compensation for their Front St. property. Mr. Boyd tried to convince them that the relocation of their facilities to the north Salem site which would be paid for by the State, would in essence be compensation to them for the land which they will transfer to the State on Front St. Mr. Boyd further stated that if the relocation of their facilities amounted to a dollar value less than the appraised value of their Front St. holdings that this difference would be paid to them. Mr. Hudson felt that the railroads facilities should be relocated onto the north Salem site and the Burlington Northern be compensated for 100% of the value of their Front St. property. Mr. Boyd tried to point out to them that this was not an equitable transaction. After some discussion, it was decided that this matter could not be resolved in total until such time as the estimates of their relocation costs and our appraised values have been completed. It was agreed that when all of these figures are available we will then further discuss the compensation to be made to Burlington Northern for their holdings on Front Street.

Some discussion was held regarding Phase II of the Front Street project which involves the relocation of the Burlington Northern tracks and the construction of the new Front Street by-pass. Mr. Moy raised the question as to our Center Street ramp interfering with the proposed location of their new mainline track located west of the present Front Street. He left me with copies of their proposed drawing and asked that one copy be given to our Bridge Section and respot the location of the necessary columns on this drawing, so that BN will have some feel for the amount of clearance that they will have after the Center Street ramp is constructed. I told Mr. Moy I would have our Bridge Section do this.

I might note that Burlington Northern's attitude on this whole matter was very admirable, and they are willing to work with us on this project to allow us access to the property on Front Street at the earliest possible phase so that the contract for the Center Street ramp can be awarded.

JEC:jrk

cc: E. S. Hunter
R. L. Schroeder
J. B. Boyd
J. H. Versteeg
Adrian Olson
J. L. Sollis
C. O. Fredrickson
W. J. Hart

Salem, Oregon

October 3, 1974

Gary Potter
Environmental Manager

E. S. Hunter
Assistant State Highway Engineer

Front Street
City of Salem

Your Section, through Project Manager Stu Couper, is writing an assessment for the Salem Front Street project which is to be finished by January.

The City has appointed a Citizens Committee concerned with the development of the downtown area which will be interested in reviewing your assessment. It would be appropriate they be given a chance to review sections of the draft as each section is prepared. This will allow for their input to be obtained prior to the final writing in late December.

As the sections are ready for circulation to that Committee, you should notify Mr. Ralph Lambert, Public Works Department, 555 Liberty Street S.E., Salem 97301, who will arrange for circulation to Mr. R. C. Arthur, Chairman of the Committee.

It may be necessary that you discuss the draft with the Committee and, if such is the case, Mr. Lambert will so advise Mr. Arthur.

ESH:js

cc: Mr. Ralph Lambert
Public Works Department
555 Liberty Street S.E.
Salem, Oregon 97301

bc: F. B. Klaboe
A. E. Johnson
R. L. Schroeder

2.

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
September 11, 1974

TO: L. W. Rulien
Project Management Engineer
BUILDING

D. N. Harwell

FROM: D. N. Harwell
Assistant Engineer, County & City Unit

RE: Front Street Reconstruction, Bridge Ramps
99E Redesignation
City of Salem

Various meetings and items of correspondence are on record regarding subject matter and related activity concerning Salem's Urban Renewal project.

The State and City have an agreement of 7/30/74 regarding the proposed Center Street Bridge Ramp whereby the State will reimburse City for acquisition of the necessary right-of-way and State will construct the ramp with "bond funds."

State and City have a pending agreement for installation, maintenance, and power consumption of illumination on the Center Street Bridge.

A third agreement, in draft form, is in the hands of the City and covers rerouting and redesignating of ORE 99E, transfer of certain streets from State to City jurisdiction, and construction of a new connection by City to make the proposed routing functional.

In addition to the foregoing, there is an apparent need for an agreement to cover the major point of concern; i.e., stipulation of responsibility as to various aspects and events necessary to consummate the Front Street By-pass, lying basically between the intersections of Commercial and Trade on the south and D at Commercial on the north.

The following is an assessment only and depends entirely upon the proposed non-federal funding aspect, rules and regulations, agreements, etc. for this joint venture.

By letter of 2/23/73, Mr. E. S. Hunter wrote to Mr. Morton Michelson, City of Salem, regarding various commitments, as follows:

State: Perform preliminary engineering, let project contract, and supervise construction.

City: Prepare environmental impact statement and acquire necessary right-of-way.

RECEIVED
SEP [illegible] 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVE
SEP 12 1974
PROJECT MANAGEMENT SECT

State/City: Prepare data and jointly hold public hearing.

Subsequent to February, 1973, a letter dated 10/26/73 was written to Fred Klaboe from Robert S. Moore, City Manager, concerning a joint venture between City and State with the following stipulations:

> State: Furnish design services and construction drawings, administer construction contracts, furnish construction inspection, and fund the necessary construction activities.
>
> City: Furnish overall project administration, right-of-way acquisition, railroad negotiation and agreements, relocation services, demolition and site clearance, and any necessary environmental impact statements.

Based on the above and the fact of City/State bond monies being utilized in any one phase of the proposed project, following is an assessment of agreement particulars:

State Obligations:

1. Field location survey, consisting of following, but not limited to:
    - a. Right-of-way limits
    - b. Drainage
    - c. Material quantities
    - d. Specifications
    - e. Preliminary plans
    - f. Cost estimates
    - g. Soil tests
    - h. Base design
    - i. Foundation exploration
    - j. Hydraulic studies
    - k. Vicinity maps
2. Final design, construction and maintenance, consisting of but not limited to the following:
    - a. Prepare plans
    - b. Specifications
    - c. Advertise for bids
    - d. Supervise construction
    - e. Finance construction
    - f. Maintain traffic signals
    - g. Maintain the facility
    - h. Assume facility jurisdiction

City Obligations:

1. Prepare Environmental Impact Statement (if necessary)
2. Prepare right-of-way descriptions
3. Prepare agreements and negotiate with railroad company
4. Finance and acquire necessary right-of-way
5. Provide for demolition and site clearance
6. Assume electrical energy cost for signals and/or illumination
7. Assume portions of existing ORE 99E into city street system for maintenance, jurisdiction, control, right, title and interest

State/City Obligations:

1. Arrange and hold public hearing (if necessary)
2. Let and award contract for construction
3. Share jointly in contingency costs throughout the various phases of the project
4. Assist each other in time of need, subject to availability of time, personnel, and equipment

Please review at your earliest and indicate your desire as to an agreement between City and State.

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date 9-16-74

A. PROJECT IDENTIFICATION

Name of Project Division St.-Trade St. (Front Avenue) Front Street ByPass
(Section)

Location of Project - Willamina-Salem (Highway Name) ORE 22 (Highway No., US - ORE)

Salem (City) Marion (County) II (Region)

Program (Funding) $10,000,000 (Estimated Cost) 24-1302-923 (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: The project is complementary to the Central Salem Development Program. It will serve to relieve present and future congestion in the core area, particularly along Commercial and Liberty Sts. and at the Marion and Center Street Bridge Ramp termini

Origin and History: The present plan is an outgrowth of the Central Salem Development Program prepared by a consulting group in late 1971.

C. DESCRIPTION OF PROJECT (PROSPECTUS)

Length Approximately 0.9 mile

Termini "D" St. - Trade St. (?)

Alignment (new or existing) Both

C. DESC. .PTION OF PROJECT (PROSPECTUS) ont.,

Right-of-Way (acreage and type of land use) 10 acres commercial and industrial urban land

Typical Section 2 - 4 and 6 lanes, curbs, some shoulder parking.

Bikeway No - maybe

Structures ~~Two~~ Three bridge ramps

Additional Facilities RR Tracks

Access Control No

Materials Probably local commercial sources

Borrow and Waste Disposal

Special Construction Methods No

Characteristics (ADT) 40,000

Other General Information (or Supplemental information to items) Possible stage construction, bridge ramps first. RR tracks and freight depot to be relocated.

Project Sketch Map is Attached: ☐ Yes ☒ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

Plan A - Burlington Northern/Southern Pacific joint track location west of the proposed Front St. right-of-way. This plan was essentially the same as the original study plan dated April 4, 1973.

Plan B - Burlington Northern/Southern Pacific joint track located within the Front St. median island.

Plan C - Separate tracks: Burlington Northern west of the proposed Front St. right-of-way Southern Pacific located within the median island strip.

Plan D - This study plan was the same as Plan A except that the Front St. alignment was adjusted to the west in the block between Court and State Sts. The purpose of this alternate was to consider property taking from the west side of Front St. instead of the east side.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Input to Date (hearing held, etc.,)

Public Hearing(s) Schedule: ☒ Not Required ☐ Required

Type ______ Tentative Date(s) ______

A-95 Review: ☒ Not Required ☐ Required

Date Submitted ______ Date Received ______

Expected Coordination with Local, State and Federal Agencies City of Salem is the lead agency in the project.

Expected Coordination with Individuals, Groups, and Organizations During EIS Preparation River Front Study Group. Third Bridge Study Group.

F. STATUS OF PROJECT DEVELOPMENT

OSHD

Status Date

☐ Survey Authorization____________
☐ Reconnaissance____________
☐ Field Location____________
☐ Office Location____________
☐ Field Prel. Design____________
☒ Office Prel. Design____________
☐ Final Design____________
☐ Contract Plans____________

FHWA

Status Date

☐ Systems Planning____________
☐ Prel. Engineering____________
☐ Corridor Approval____________
☐ Design Approval____________
☐ Plans, Specifications and Estimates Approval____________

G. BRIEF ENVIRONMENTAL SETTING OR PROJECT AREA

Natural (Topography, Flora, Fauna, Soils, Water Features, Drainage, etc.)

Front ~~Avenue~~ Street lies immediately west of the CBD. It is flanked by several old buildings still in use as stores, warehouses and manufacturing plants. Two RR tracks are in the center of the street and spurs connect to "D" St., Union St.(RR Bridge) and Trade St. Boise Cascade Paper Co. lies on both sides of the R.R. at the south end of Front St., and Marion Square Park borders the street between Marion and Union Sts. It is crossed by the Marion St. and Center St. Willamette River Bridges. The maximum ADT on Front St. was 6,500 in 1970. Front St. is paved and curbed 60' to 80' wide. There are no traffic signals or stop signs in the project area, and traffic moves freely throughout.

F. STATUS OF PROJECT DEVELOPMENT

OSHD

Status Date

☐ Survey Authorization ____________

☐ Reconnaissance ____________

☐ Field Location ____________

☐ Office Location ____________

☐ Field Prel. Design ____________

☒ Office Prel. Design ____________

☐ Final Design ____________

☐ Contract Plans ____________

FHWA

Status Date

☐ Systems Planning ____________

☐ Prel. Engineering ____________

☐ Corridor Approval ____________

☐ Design Approval ____________

☐ Plans, Specifications and Estimates Approval ____________

G. BRIEF ENVIRONMENTAL SETTING OR PROJECT AREA

Natural (Topography, Flora, Fauna, Soils, Water Features, Drainage, etc.)

Front Street ~~Avenue~~ lies immediately west of the CBD. It is flanked by several old buildings still in use as stores, warehouses and manufacturing plants. Two RR tracks are in the center of the street and spurs connect to "D" St., Union St.(RR Bridge) and Trade St. Boise Cascade Paper Co. lies on both sides of the R.R. at the south end of Front St., and Marion Square Park borders the street between Marion and Union Sts. It is crossed by the Marion St. and Center St. Willamette River Bridges. The maximum ADT on Front St. was 6,500 in 1970. Front St. is paved and curbed 60' to 80' wide. There are no traffic signals or stop signs in the project area, and traffic moves freely throughout.

ENVIRONMENTAL SETTING CONTINUED

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.)

The project area is served by gas, phone, electric, sewer and water systems. Gutters and storm drains carry surface water directly to the Willamette River approximately 1 block west of Front Street.

H. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

10 acres ±

Consequences:

Extensive relocation of businesses.

2. Estimated Changes in Traffic Patterns:

Traffic is estimated to increase 600%+ by 1982.

Consequences:

Service level will drop from A to E. (With no LT.)
(F south of Chemeketa with left turns)

PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS CONTINUED

3. Estimated Changes in Land Use:

No overall change in LU but some specific elements will disappear or be developed.

Consequences:

Industry will be most affected.

4. Expected Adverse Effects on Natural Ecological Resources:

None.

Consequences:

5. Expected Adverse Effects on Cultural and Scenic Resources:

Limited to a few questionable historic buildings.

Consequences:

Undetermined.

6. Preliminary Idenfification of Areas of Critical Environmental Concern:

Air quality and noise.

7. Potential for Controversial Issues:

R/W acquisition.

8. Potential Consistency of Proposal with (complete when applicable):

a. Clean Air Implementation Plans

b. Noise Standards

c. Water Quality Standards

I. HIGHWAY DIVISION STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

PERSONNEL	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			X
Water Quality Spec.	X		
Acoustical Engineer		X	
Air Quality Engineer		X	
Cultural Geographer	X		
Urban Planner			X
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal type-written report.

AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

HIGHWAY DIVISION STAFF REQUIREMENTS CONTINUED

LOCATION SECTION -
(Location, Hydraulics, Photocopy, Photogrammetry)

DESIGN SECTION -
(Preliminary Design/Final Design, Specifications)

Preliminary Design

PROJECT MANAGEMENT SECTION -
(Typing, Graphics)

Yes

REGION -
(Environmentalist, Resident Engineer)

Environmentalist

OTHER -

J. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☐ Category 3 ☐ Category 4

K. TYPE OF DOCUMENTATION REQUIRED:

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS

☐ Section 4(f)
☐ Negative Declaration
☐ State-Wide Negative Declaration
X Project Environmental Impact Report

L. FHWA CONCURRENCE IN RECOMMENDED TYPE OF DOCUMENT

Date

FHWA Division Official

[illegible] Cr folder

MEMORANDUM

TO: Robert Briscoe, Asst. City Mgr./Community Development

FOLLOW-UP
DATE:

FROM: Morton Michelson, Real Estate Supervisor Mort

DATE: August 14, 1974

SUBJECT: PROGRESS WITH BURLINGTON NORTHERN RAILROAD

In response to a letter to Burlington Northern's director of engineering, I received the attached letter. I followed-up with a phone call to Mr. Moy who expanded on the key fourth paragraph of his letter.

Due to key Burlington Northern staff being on annual leave, Moy stated that it was not possible to assemble answers to questions I raised. He indicated that he would be in a position to establish a meeting date early in September and requested I call him at that time.

Moy's letter references the two major items that they are analyzing; namely, operating yard relocation and joint use of Front Street tracks with Southern Pacific. Moy did state that the operating yard question could be resolved separately and was not directly tied to decisions affecting the use of Front Street tracks.

This is the point that has been the hang-up with Hudson in the Seattle Property Management Dept.

MM/lm

cc: C. Curry
J. Walker
R. Lambert
B.I. VanWormer
✓ Hunter
Chidsey

RECEIVED
AUG 19 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

F
L
Mort M.
Robert H.
Cliff C.

BURLINGTON NORTHERN

ENGINEERING DEPARTMENT
Portland Region

1101 N.W. Hoyt Street
P. O. Box 571
Portland, Oregon 97207
Telephone (503) 228-9111

August 12, 1974

Community Development
Housing Urban Renewal
Room 310-City Hall
555 Liberty St., Southeast
Salem, Oregon 97301

Attention: Mr. Morton I. Michelson
Real Estate Supervisor

Gentlemen:

I have your letter of August 6th wherein you request a meeting in your office at Salem, Oregon, on August 15th to discuss the relocation of the Oregon Electric Railway trackage on Front Street as well as the facilities.

I wish to advise you at this time that we are actively working with the Southern Pacific Transportation Company on the method of handling their traffic on Front Street after their Trade Street line is abandoned. There are many things involved in this particular operating procedure. We have had joint meetings with the Southern Pacific Transportation Company and they, as well as the Oregon Electric, are working up estimates of cost, plans, etc., for relocation of trackage to serve various industries and the methods that will be used in switching said industry.

The Oregon Electric Railway at this time is also working on plans for the relocation of its facilities to the north end of Salem. At this date, we cannot give you a timetable for railroad relocation from Front Street property or the type of relocation benefits most desireable to the railroad as well as continued Front Street access and spur requirements after operating facility is relocated. I am certain that it would be most helpful to sit down and have a meeting with your

Telephoned on Aug 13/ - Moy asked that I call him after Sept 1
to set a firm date for a meeting

office and the Oregon State Highway Department on this matter but until we have definite answers to our problems that will be encountered in such a project and are in complete agreement with the Southern Pacific Transportation Company on the switching of industries in the general area, it is almost an impossibility to meet with your people.

I am hoping that we would have something definite to present you with sometime in September and as soon as this occurs, I will immediately contact you so that we can have a joint meeting as you have suggested.

I will hand Mr. Gordon of our Seattle Property Management office, a copy of your letter and I assume he will make the necessary arrangements for contacting your office in regard to appraisal of our property.

H F Moy

H. F. MOY
Director, Engineering

HFM:pe

File: Salem-2F

9101

SATS

SALEM AREA TRANSPORTATION STUDY

Room 305 Civic Center Salem, Oregon 97301 (503) 588-6250

COORDINATING COMMITTEE

July 31, 1974

Seattle Hunter –
this is consistent w/ intentions
R

TO: L. W. Rulien
Project Management Engineer

FROM: Jack Sullivan Jack
SATS Urban Studies Coordinator

SUBJECT: Re-routing of ORE99E

The Salem Area Transportation Study Coordinating Committee at its April 24, 1974 regular meeting (see attached minutes) moved to recommend to the Oregon State Highway Division consideration of:

> Rerouting of ORE99E onto Front Street, North Liberty and Commercial Streets, and Pine Street. The exact route between Trade and Pine Streets could be established initially along Front Street to Division Street, then east on Division to Commercial Street, then north on Liberty and Commercial Streets to Pine Street until the Front Street Bypass is constructed (see attached 99E PROPOSED REROUTING Map).

The re-routing was initially recommended by the City of Salem because of the proposed down grading of Liberty Street in the downtown.

The following alternative routes were evaluated:

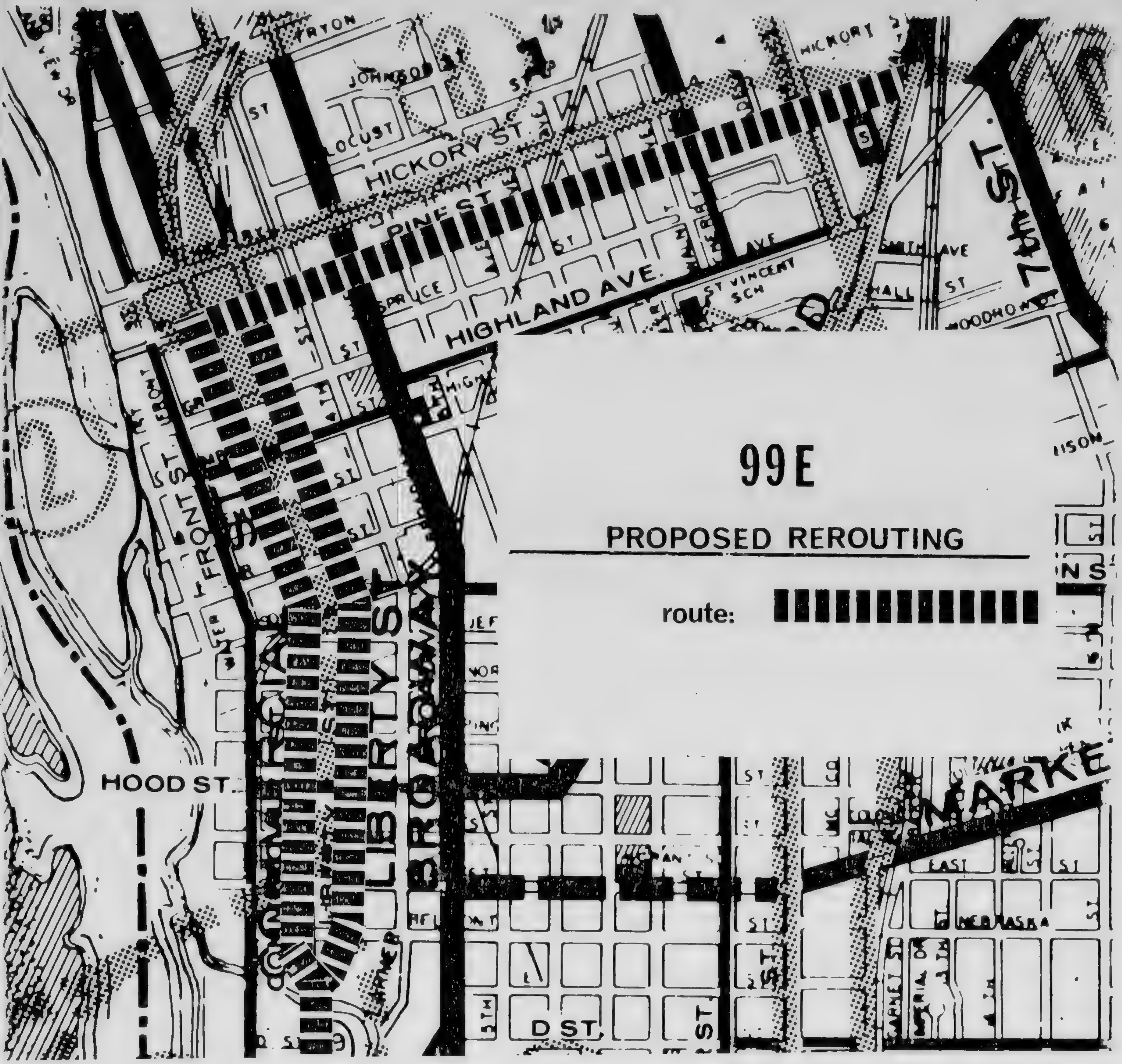
A. Summer-Capitol (existing 99E);
B. Front Street, Pine Street;
C. High-Church Streets; and
D. 12th Street

Significant areas of evaluation included effects on schools, neighborhoods, and the CBD; and compliance with community plans. A report of the evaluation and findings is attached.

If you have any questions, please contact me in the Planning Section, Oregon Department of Transportation.

Attachments
cc Coordinating Committee Members
Bruce Phelps (w/attach)
Mark Bovee (w/attach)

RECEIVED
AUG 1 1974
PROJECT MANAGEMENT SECTION



99E

PROPOSED REROUTING

route:

TRYON
JOHNSON ST
LOCUST
HICKORY ST
HICKORY ST
PINE ST
SPRUCE
HIGHLAND AVE.
ST VINCENT SCH
SMITH AVE
HALL ST
WOODHOW
7th ST.
FRONT ST.
FRONT ST
WATER
COMMERCIAL
LIBERTY ST
BROADWAY
HOOD ST.
JEF
MARKE
EAST
NEBRASKA
D ST.
12th ST.

MINUTES

SALEM AREA TRANSPORTATION STUDY
COORDINATING COMMITTEE

Auditorium, Salem City Library
April 24, 1974
3:00 P.M.

MEMBERS PRESENT

Sharon Fatland
Fred Klaboe
Ed Stillings
Sam Haley Representing George Baldwin
Dean Nebergall Representing Harry Carson

MEMBERS ABSENT

Ned Baker
George Baldwin
Harold Brauner
Harry Carson
Clint Forbes

OTHERS PRESENT

Dorothy Bailey	Keizer Council for Community Action
Maurice Cohn	SATS Citizens Advisory Committee
Paul Jacobs	Capital Journal
Neil Jacox	Carpool Project Manager
Lee LaFontaine	Oregon Department of Transportation
Thom Myers	Transportation Planner, COG
Bruce Phelps	Transportation Coordinator, COG
Venka Porter	Keizer Council for Community Action
Doug Van Dyke	City of Salem Public Works Dept.
Ken Walker	Senior Transportation Planner, COG

CALL TO ORDER

ROLL CALL

Chairman Stillings called the meeting to order. The roll was called and noted as listed above. Chairman Stillings requested that it be noted in the minutes that Harold Brauner is absent because of illness. Chairman Stillings then called for corrections to the minutes of the March 27, 1974 meeting. Lee LaFontaine referred to Attachment A of the minutes under item A.1. It should be corrected to read as follows: "Follow the east right-of-way of Doaks Ferry Road in Polk County from the Urban Growth Boundary south of Eola Drive to Brush College Road, then westerly along the south right-of-way of Brush College to the Urban Growth Boundary." (This correction is made and affixed as Attachment A).

Dean Nebergall pointed out that the second paragraph on page 2 would indicate a clearer distinction between staff and the COG if the second sentence were rewritten to read: "He felt that page 2, paragraph 2, should be rewritten to distinguish between the staff of the Council of Governments and the the Council of Governments as an association of elected officials." Those two corrections being made, the minutes were then approved.

APPROVAL OF MINUTES

Dean Nebergall moved

THAT THE RECOMMENDATION OF THE TAC BE APPROVED

MOTION TO APPROVE
THE TAC RECOMMENDATION

CARRIED

Fred Klaboe seconded the motion, it was voted upon and CARRIED.

AGENDA ITEM 4.b REPORT OF THE TAC--CLOSURE OF MARKET ST.

CLOSURE OF MARKET ST.
Doug Van Dyke

Doug Van Dyke referred to Attachment I regarding closure of Market Street. He indicated that the closure of Market Street was studied by the TAC as requested by the Grant Area Neighborhood Group. The study was made on the basis that there would not be a Market Street bridge but that there would be a Pine Street bridge.

The TAC felt that a determination should not be made on this item at the present time since a study has not been made, and asked that action on the closure be deferred until a determination on the third bridge location had been made.

AGENDA ITEM 4.c REPORT OF THE TAC--Rerouting of ORE 99E

REROUTING OF ORE 99E
Lee LaFontaine

Mr. LaFontaine indicated that only signing of the route would be changed in this proposal, altering through tourist traffic primarily, and that no large changes in the existing traffic pattern, should result. Referring to a memorandum, Mr. LaFontaine noted that four rerouting alternative exist: 1) Summer-Capitol (existing 99E), or rerouting onto 2) Front Street-Pine Street 3) High-Church Streets, or 4) 12th Street.

The first alternative (Summer-Capitol) would create a negative impact on the Grant neighborhood because traffic with a downtown destination would be drawn through single family areas along Summer and Capital Streets. It would also have a negative impact on the Central Business District (CBD) because through traffic would be routed into that area.

The second alternative (Front Street-Pine Street) would utilize the Front Street bypass, allowing the downgrading of Liberty and Commercial. It would have a positive effect north of the CBD because it would redirect traffic from the Grant neighborhood and reduce through traffic by Parrish Junior High School. Diversion of some of the traffic from Summer-Capital to Liberty-Commercial would guide arterial traffic away from residential area and into commercial and industrial areas.

Alternative 3 would have the same negative impact on neighborhoods and schools as alternative 1. However, it would allow for the downgrading of Liberty and Commercial Streets. It would tend to increase traffic between downtown and the Capitol Mall area.

Alternative 4 (12th Street) would have a somewhat negative impact on neighborhoods because it would draw traffic through single family areas. Also, if 12th Street were extended, it would go between Parrish Jr. High and North SRlem High Schools. After discussion, the alternatives were ranked in the following order of preferences: 1) Front-Pine Street, 2) 12th Street, 3) High-Church Streets, and 4) Summer-Capitol Streets (existing 99E)

The TAC recommendation is, he indicated, that the Coordinating Committee adopt the Front Street-Pine Street alternative as the preferred rerouting of 99E and that this action be transmitted to the Oregon State Highway Division.

After a lengthy discussion, Sharon Fatland moved

THAT THE TAC RECOMMENDATION BE ADOPTED AND FORWARDED TO THE OREGON STATE HIGHWAY DIVISION
The Motion was seconded, voted upon and CARRIED.

MOTION TO ADOPT AND FORWARD RECOMMENDATION OF THE TAC TO ORE. DEPT. OF TRANSP.

CARRIED

AGENDA ITEM 4.d REPORT OF THE TAC--Right-of-way Requirements on Chemawa Blvd.

ROW REQUIREMENTS ON CHEMAWA BLVD.

Dean Nebergall

Dean Nebergall distributed a memo to the Coordinating Committee regarding right-of-way requirements, within the Salem area, Referring to a large wall map, Mr. Nebergall indicated the area being discussed.

In February, the Coordinating Committee requested the TAC to investigate and report its recommendations on the amount of right-of-way needed on the Lockhaven-Chemawa connection project. At its April 5 meeting, the TAC approved the concept of an 80 foot right-of-way on Chemawa with provision for the establishment of a special setback.

Chemawa is designated as a "Boulevard" on the SATS plan--requiring 120 feet right-of-way with two 33 foot paved sections (providing four traffic lanes) separated by 20 feet of median, and supplemented by plantings.

However, the TAC decided that the most appropriate interim solution would be to acquire the 80 feet of right-of-way for the proposed improvement with provision for a special set-back of 120 feet for possible future needs.

After a great deal of discussion, Sharon Fatland moved TO REFER THIS ITEM BACK TO THE TAC TO ASSESS THE FEASIBILITY OF THE 120 FOOT ROW REQUIREMENT FOR BOULEVARDS AND TRANSITIONAL SOLUTIONS IN GENERAL

The motion was seconded by Dean Nebergall, was voted upon and CARRIED

MOTION TO REFER THIS ITEM BACK TO TAC TO STUDY PRACTICALITY OF 120' REQUIREMENT FOR BLVDS. & TO ADDRESS AN INTERIM SOLUTION.
CARRIED

SALEM AREA TRANSPORTATION STUDY
TECHNICAL ADVISORY COMMITTEE

PROPOSED REROUTING OF ORE99E

Evaluation of Alternatives

The proposed alternatives for rerouting 99E are:

Alternative A:	Summer-Capital (existing 99E);
Alternative B:	Front Street, Pine Street;
Alternative C:	High Street-Church Street; and
Alternative D:	12th Street

Alternative A:

This alternative creates a negative impact on the Grant neighborhood by drawing traffic destined for the Central Business District (CBD) and/or West Salem through single family areas along Summer and Capital Streets. This effect would be minimized however, with implementation of the Capital-12th Street Couplet; although possibly impacting the Parrish-North Salem Schools more. Impacts from traffic congestion include air, and noise pollution, parking, and decreased safety.

It has a negative impact on the CBD in that it routes through traffic into the CBD. This increases congestion, causes parking problems, and traffic conflicts between pedestrians and autos. In addition, it magnifies problems of air, noise, and visual pollution downtown. The result is that the CBD becomes less conducive to shopping, and other commercial activities. Finally, the existing route precludes the downgrading of Liberty and Commercial Streets as put forth by the adopted Central Salem Development Program (C.S.D.P.) and SATS plans.

Alternative B:

This alternative has an overall slightly positive affect on neighborhoods and schools. Alternative B would provide no relief for neighborhoods in South Salem as it would utilize existing 99E (Alternative A) south of Trade Street. North of the CBD, however, it has a positive effect in that it would redirect traffic from the Grant neighborhood to its periphery and reduce through traffic by Parrish Junior High School. By diverting some of the traffic from Summer-Capital to Liberty-Commercial, the arterial traffic would be guided away from residential areas and into commercial and industrial areas. There would, however, be an increase in through traffic along Pine Street.

Alternative B would create a positive impact on the CBD by directing through traffic around the outside, thus reducing congestion, pollution and parking problems, and auto-pedestrian conflicts. Furthermore, it should enhance the economic potential of downtown by allowing the downgrading of Liberty and Commercial as recommended in the Salem Comprehensive Plan, C.S.D.P., and SATS plans.

Selection of this alternative would also make the proposed Front Street Bypass route eligible for state bond funding. This project has first priority along with bridge ramps for this funding.

Alternative C:

This alternative has the same negative impacts on neighborhoods and schools as Alternative A as it uses the same route except along High and Church Streets in the CBD. Negative impacts common to Alternatives A and C (as well as Alternative B , south of Trade Street) include conflicts between heavy arterial traffic and single family homes, high levels of air, noise and visual pollution, and decreased pedestrian safety.

The impacts of Alternative C on the CBD are mixed. On the one hand, it would allow for the planned downgrading of Liberty and Commercial Streets. However, it would also create a negative impact by increasing traffic along High and Church Streets, thus creating a barrier between the Capital Mall and the commercial/retail core. Further, it would create a traffic conflict with the proposed Pringle Creek Parkway where 99E would cross the Parkway on Trade and Ferry Streets, between Commercial Street and High Street. The conflicts with the Pringle Creek Parkway, and the separation of the CBD and Capital Mall are both at variance with adopted community plans (C.S.D.P. and SATS).

Alternative D:

This alternative has a negative impact on neighborhoods. Like Alternatives A and C (and B, south of Trade) it draws traffic through single family home areas. Because of the greater number of commercial uses along existing 99E-Commercial and Liberty Streets-Alternative D probably would have a slightly greater negative effect than the existing route (Alternative A). Impacts include congestion, pollution, and safety as described above. This alternative could also have strong traffic related impacts on the Parrish and North Salem Schools, if the Capital-12th Couplet is implemented. The schools are located on either side of 12th Street at D Street; all traffic diverted from the existing route to Alternative D would pass directly between them.

Alternative D, like B and C, would allow the proposed downgrading of Liberty and Commercial in the CBD as proposed in adopted plans. This would result in positive effects regarding congestion, parking, pollution, and safety in the CBD.

The evaluation of the four alternative routes resulted in a ranking of alternatives as follows:

1. Alternative B (highest)
2. Alternative D
3. Alternative C
4. Alternative A (lowest)

Lee LaFontaine
4/15/74

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE July 22, 1974

TO E. S. Hunter, Assistant State Highway Engineer

ADOlson

FROM A. D. Olson, Preliminary Design Engineer

SUBJECT Front Street Bypass
Central Salem Development Program
City of Salem
Marion County

A review has been made of the current status of the Center Street Bridge ramp, the Front Street Bypass and the overall route from the intersection of Pine Street and Portland Road on the north to the intersection of 13th Street and Mission Street on the south.

At the Center Street Bridge the proposed southbound off ramp to Front Street can be built as a two stage project with a temporary right angle connection to Front Street at Chemeketa Street as a first step with a future revision to the final pattern which would have a flatter grade which would close Chemeketa and the railroad spur and merge with Front Avenue as a free-flowing facility. Only the Burlington Northern depot and adjoining facilities would be required for the first stage, along with a portion of an unimproved property to the west. No spur track relocation or other railroad revisions would be required other than the Burlington Northern facilities. The stage construction would require a steeper than normal grade, a crossing of the rail spur and a pair of sharp turns at the connection to Front Street.

To construct the ramp in its final position in the first instance would require relocation of the spur track which is in Chemeketa Street and would require property from the next block south (west of Front Street, between Chemeketa Street and Court Street) for construction of the ramp. In order to relocate the rail spur would presumably require property from the half block adjoining Front Street between the Marion and Center Street bridges and a small amount from the half block west of the Burlington Northern property. The half block between the bridges has the Interstate Auto Parts Warehouse, a building owned by Argo Investment Corp. (useage unknown) and the Capitol Bargain House parking lot. The property needed westerly of Burlington Northern is a portion of Judson's parking lot. The property southerly of Chemeketa, needed for ramp construction, is indicated to be owned by Southern Pacific and by Judsons and includes a C. B. Radio Shop, Hoffmeister Haus (imports), Judson's warehouse, Judson's Metal Shop and Judson's Plumbing.

To construct the ramp in two stages as opposed to initial construction in its final position would cost approximately $610,000 opposed to $480,000, or about $130,000 more for construction only. No estimates of right-of-way costs for the various properties are available.

Originally it was thought that first stage construction could be undertaken at an early date with final construction of the total bypass with railroads relocated out of the street, etc., to follow in two or three years when right-of-way, relocation, and railroad agreements had been finalized.

Recent correspondence from Mr. Moy of Burlington Northern would indicate that relocation of their facility must be of a permanent nature. This could very well require almost as much time as the other right-of-way matters on the overall project. If such is the case there would be no advantage to stage construction of the ramp. A meeting between Mr. Michelson, City of Salem, and Mr. J. J. Gordon, Property Manager from Seattle is tentatively scheduled for July 29 or 30 and may add to the "timing" information.

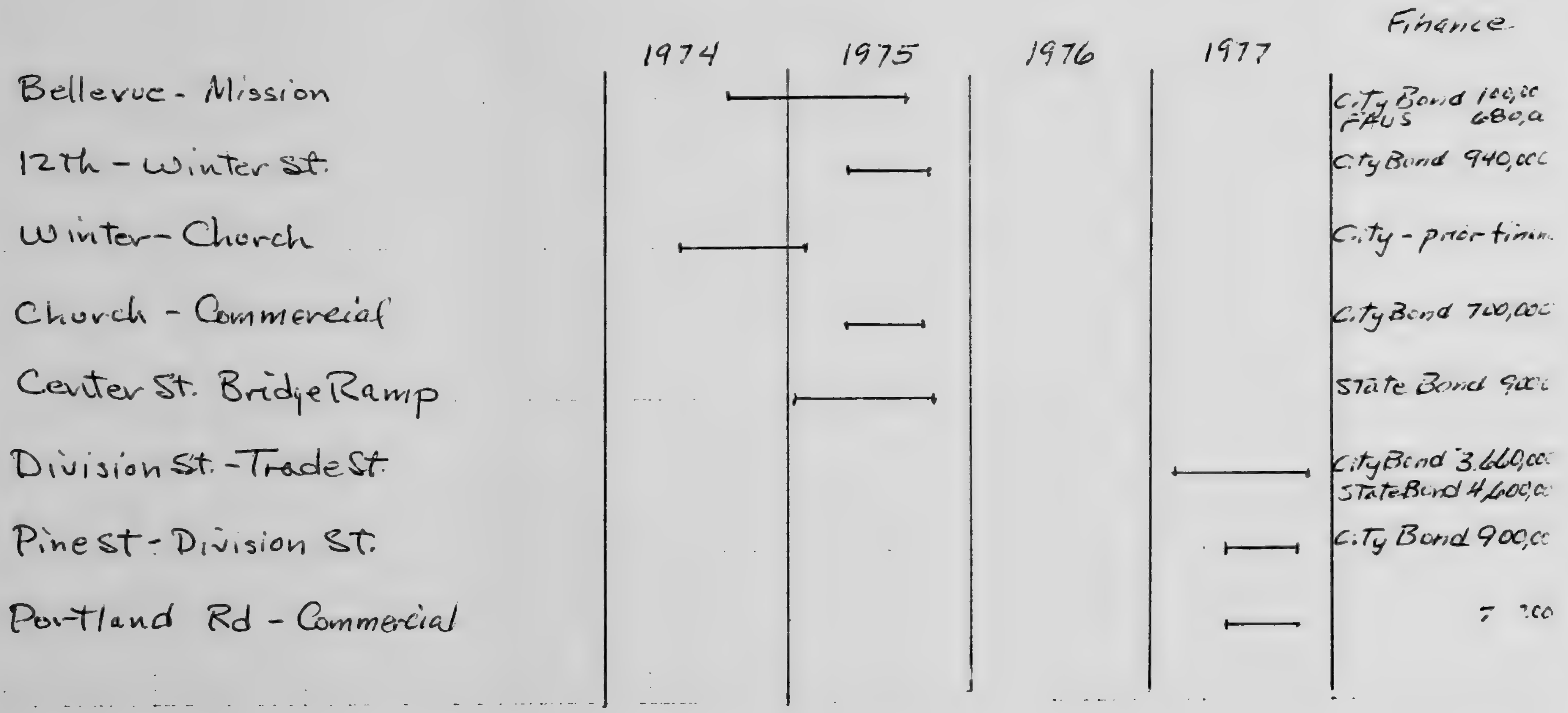
A tentative schedule of projects has been sketched using data provided by Ralph Lambert on the units other than the Front Street Section. Funds from the recent City bonding election provided $6.3 million to be used on sections from Mission Street northerly to Pine Street. Using the estimates at hand this would leave $3.7 million of City bonds for use on the Front Street section along with funds from the State Bond program.

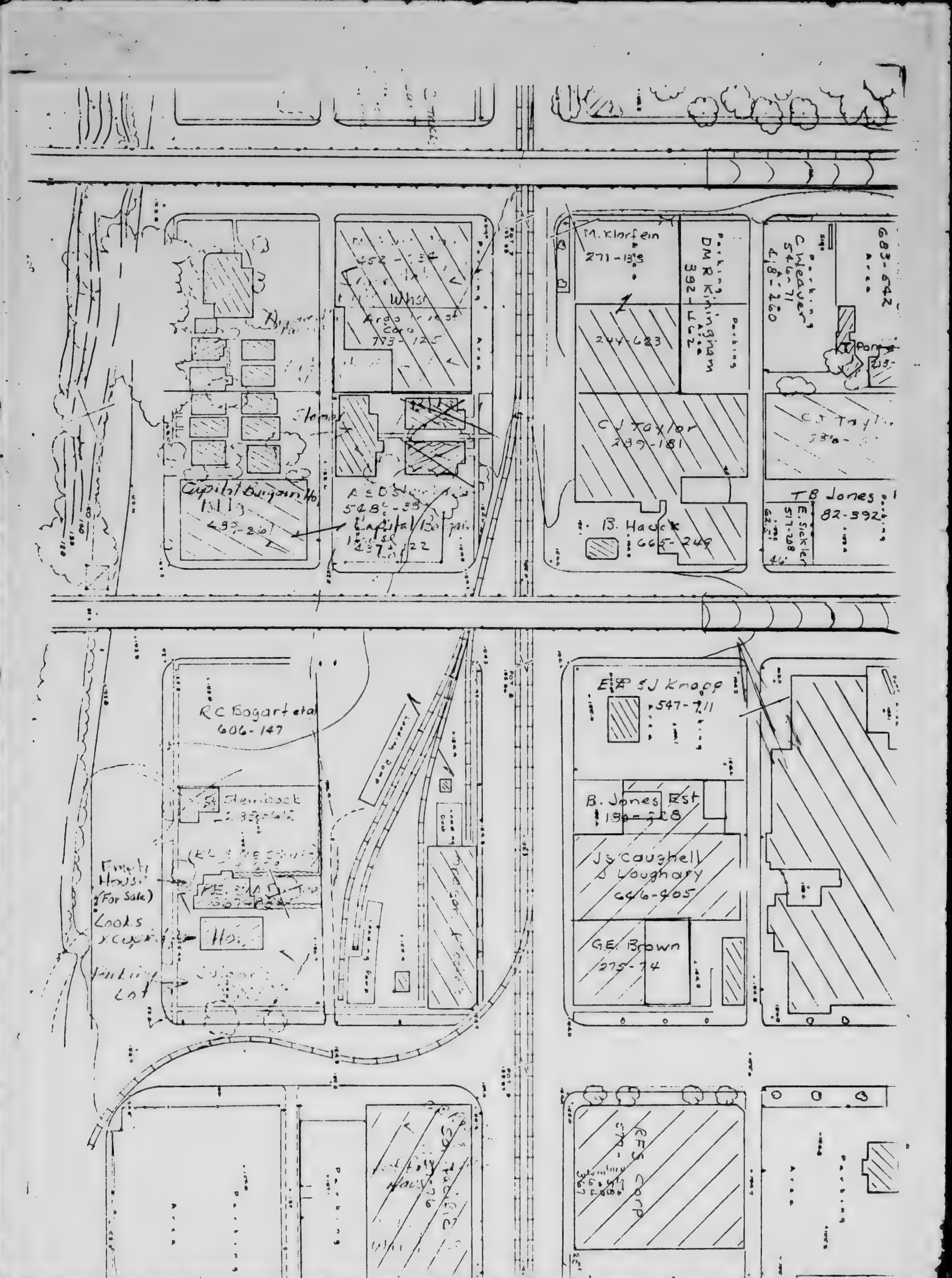
The section of Pine-Hickory couplet from Portland Road to Commercial is apparently outside of the area set up for City Bond expenditures and would need to be financed ($750,000) in some other manner. At the present time this is not on a state system.

The tentative project schedule is attached. The Center Street ramp has been indicated on an optimistic basis, assuming early clearance of the right-of-way. If this is not the case it could either go with the total project or as a one or two stage project as appropriate when it can be cleared. The two sections of couplet north of the Front Street section have been indicated to be completed at the same time as the Front Street Section so that rerouting of traffic would be over a completed facility. It would appear that they could be prepared for somewhat earlier completion if this is desired.

ADO:we
Attachment

Tentative Project Schedule




Whse
Argo Iron & St
Corp
773-125
Stomper
Capital Bargain Ho
Bldg
499-261
A & D Stein
548-39
Capital Bargain
House
437-22
M. Klorfein
271-135
244-623
Parking
DM R Kiningham
392-462
Parking
Parking
C Weaver
546-71
418-260
683-542
Area
Pons
C J Taylor
239-181
C J Taylor
B. Hauck
665-249
T B Jones
82-392
E. Sickler
517-268
R C Bogart et al
606-147
Steinbock
Empty House (For Sale)
Looks occupied
Hos.
Parking Lot
E & S J Knapp
547-711
B. Jones Est
190-328
J S Caughell
& Loughary
646-405
G.E. Brown
275-74
RFS Corp
Empty House
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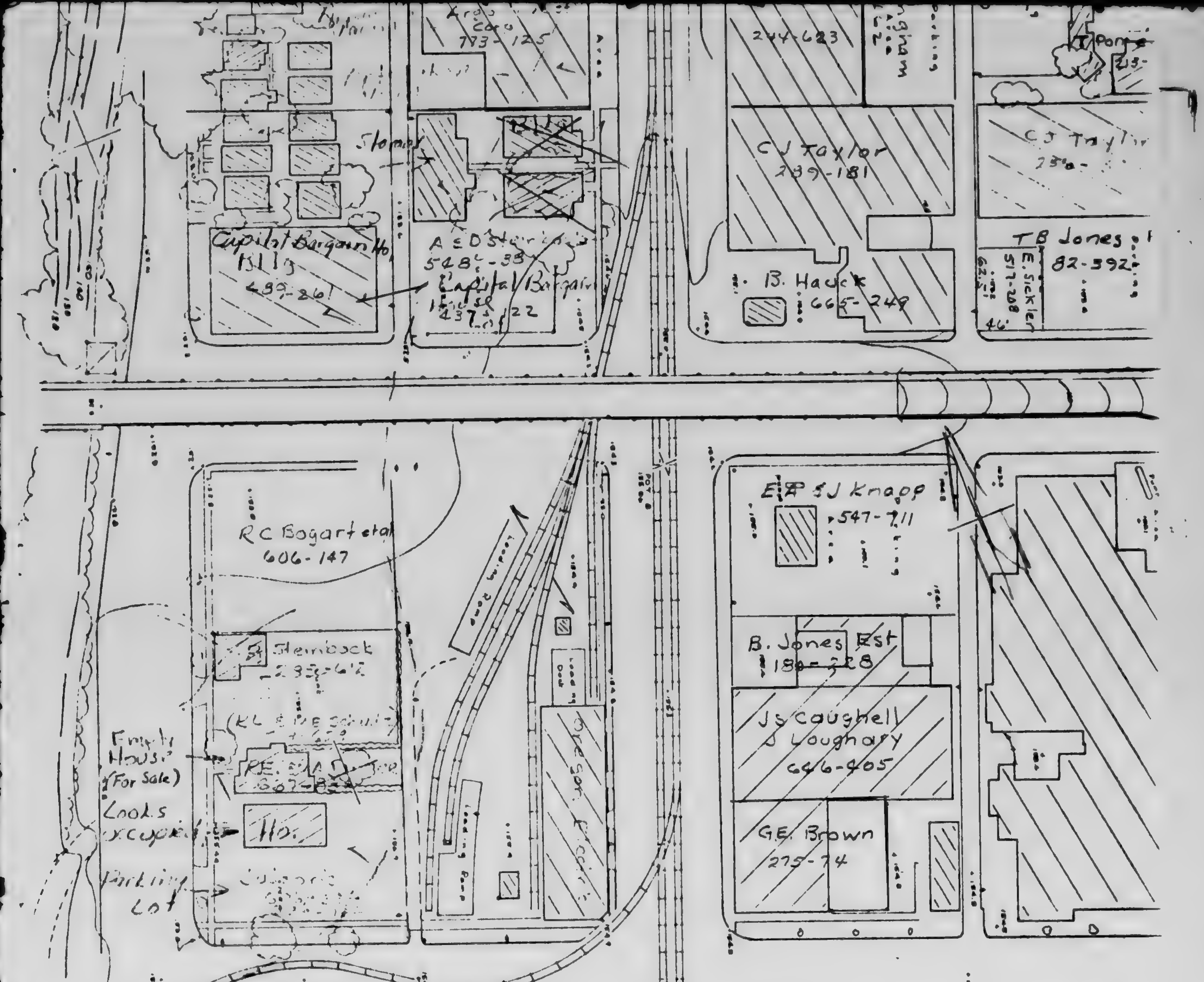
Argo Co
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T B Jones
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E. Sickler
517-208
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B. Hack
665-249
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Capital Bargain Ho
Bldg
499-861
A & D Sterling
548-33
Capital Bargain House
437-22
R C Bogart etal
606-147
E & S J Knapp
547-711
Steinbock
283-612
(KL & ME Schultz
Empty House
(For Sale)
Looks occupied
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Parking Lot
B. Jones Est
189-328
J S Caughell
J Loughary
646-405
G.E. Brown
275-74
Loading Dock
Loading Dock
Dresser Corp
RFS Corp
Parking
Area
Parking
Area
Parking
Area
Parking
Area
Pioneer Trust Co
771-495

Salem

July 18, 1974

E. S. Hunter
Assistant State Highway Engineer

L. W. Rulien
Project Management Engineer

Rerouting of 99E in Salem

The following are actions and alternates for implementing a change in routing of Oregon 99E, FAP 3 in Salem between Trade Street and Pine Street.

The proposal is to route via Trade - Ferry, Front, Commercial - Liberty, and Pine - Hickory. All of this routing is currently on the Federal Aid Urban System except the portion of Commerical - Liberty between Columbia and Hickory.

An agreement between the Highway Division and the City covering the rerouting and detailing jurisdiction changes and responsibilities would need to be executed.

At such time as the new route is deemed adequate for traffic, Oregon 99E can be so routed by Transportation Commission actions and presuming City concurrence, no hearing is required.

The Highway Division would need to undertake a system change deleting portions of present FAP 3 (also proposed for Priority Primary) from the Federal Aid System and either route over the new Urban System or change the status of the new from Urban to Primary. These changes should be routine.

If the necessary improvements to the Front Avenue route are undertaken with non-federal dollars the Federal requirements would not have to be followed; however, if prior to completion of any segments to the new route it was decided to apply for a Federal Aid project to complete such as "surfacing" etc., this could not be done unless the appropriate Federal laws were followed in the previous stages.

Assuming the plans were implemented with non-federal dollars and the rerouting, etc., was affected, then later and "new" applications for Federal Aid work would be in order.

Based on the above, I suggest the following:

1. For continuity that the City place the portion of Commercial Street between Columbia and Hickory on the Urban System as well as the portion of Liberty between Commercial and Pine.

2. That an agreement be drawn up and executed between the City and Highway Division setting forth the commitments and responsibilities of the two entities with regard to the proposed work and including the rerouting to take place upon conclusion of the work.

3. That the Highway Division apply to the Federal Highway Administration for the necessary system realignments following the rerouting of Oregon 99E.

It is not anticipated that processing of items 2 or 3 above would take an undue length of time, but considering the various approvals necessary, possibly 2 months for each action. Item 1 would be dependent on the speed of the Salem area revision of this Urban System.

cc J. H. Versteeg
H. S. Cox
Jack Sollis
R. N. Chase

LWR:dg

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
SALEM, OREGON
July 3, 1974

TO: Mr. E. S. Hunter
Asst. State Highway Engineer
BUILDING

SUBJECT: Streets & Highways Exchange
Pacific Highway East and
North Santiam Highway
City of Salem

D N Harwell

FROM: D. N. Harwell
Assistant Engineer
County & City Unit

Herewith is a suggested draft of an agreement pertaining to the rerouting and/or relinquishment of subject highways in the City of Salem.

It is planned by this agreement to reroute 99E via Front Street lying basically between Trade Street and "D" Street, with such extension to continue northerly via the Commercial-Liberty Couplet to a proposed Pine-Hickory Couplet, to its connection with 99E near the SPRR undercrossing in North Salem. This in turn proposes a relinquishment to Salem of that portion of 99E southerly of Pine Street via Portland Road to the Summer-Capitol Couplet to its intersection with the Marion and Center Street Couplet near the Capitol Mall. Also, the portion of 99E utilizing Commercial and Liberty Streets lying between the Marion-Center Street Couplet and Ferry and Trade Street connections near the Civic Center complex in Southwest Salem.

The portion of the Marion-Center Street Couplet is proposed to be a part of the North Santiam Highway as extended from its proposed termini near the Sears Shopping complex on Capitol Street to the Marion and Center Street structures over the Willamette River (Willamina-Salem Highway). This said section of the Marion and Center Street Couplet could possibly become an extension of the Willamina-Salem Highway at its intersection with the present North Santiam Highway near the Sears Shopping complex on Capitol Street.

This appears to be somewhat confusing but may be only one of several alternatives you may wish to consider in the exchange of routing in the City of Salem.

DNH:ljt

cc: L. W. Rulien

RECEIVED
JUL 5 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Hopkins

1- Resume of transfer 99E. to Front
steps to complete. See Vans notes.

2- Salem Iron improvements - Air pollution to put restraint on improvements.

3- If negotiations R/a are commenced based on a fact that - will this purchase jeopardize Fed approval. No.

4- Submit memo re cost - Benefit inflation Center St Ramp.
a - Dept of public - Certificate to relinquish service do we need now and can we submit now and how long to process. Certificate of necessity.

Olson

5- Have Van traffic readings and report.

6- EIS start now

7- Can City condemn.

8- Critical Path

Rubin

9- Resume of our projection of funding

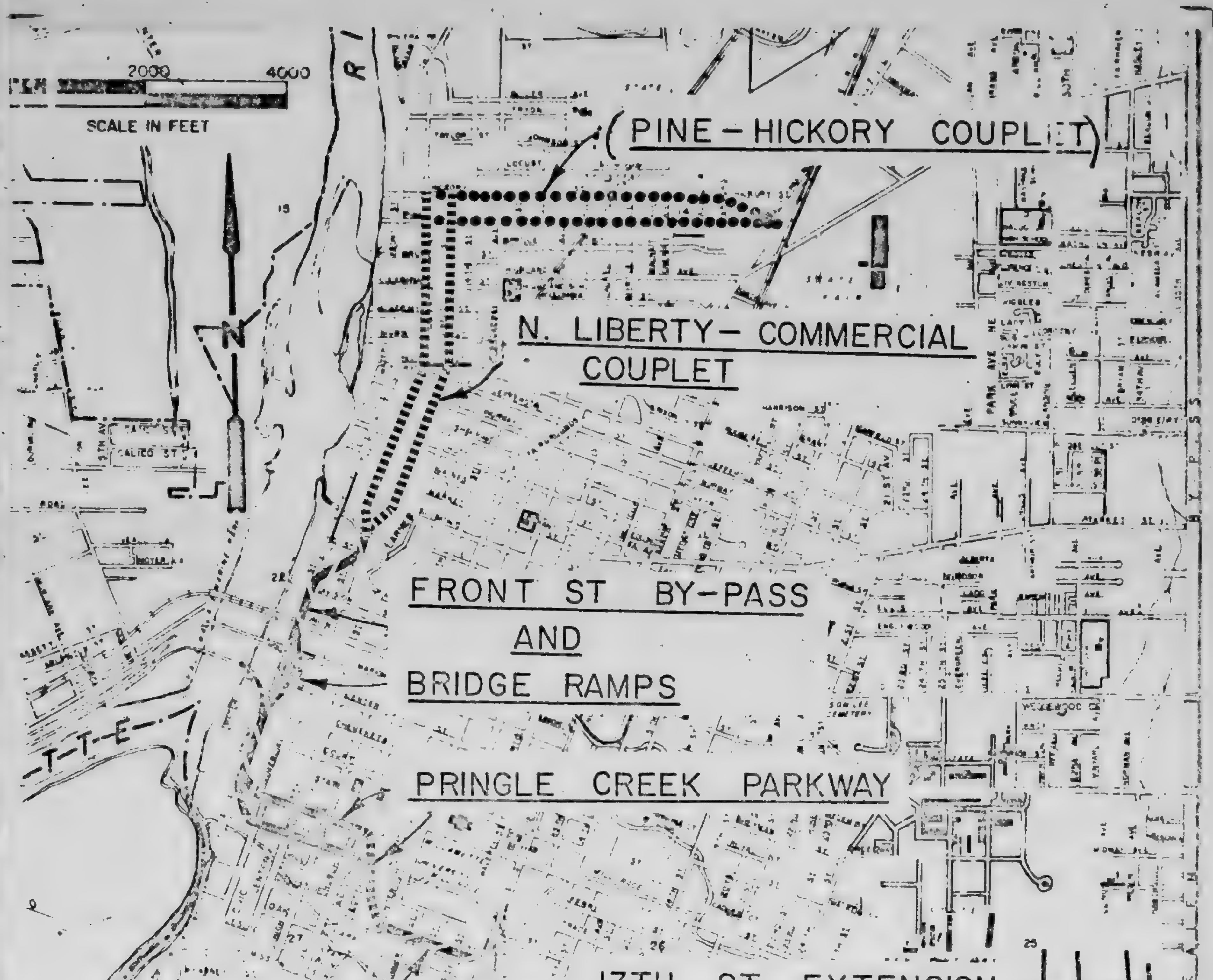
Hopkins - Resumé of steps and time
to effect transfer of 99E.

Soltis - Can city condemn R/W.

Olson - Cost benefit of Center St ramp
consider - Inflation
- time of use
- Difference in cost.

Chidsey - What is certificate of necessity
needed by R.R. from P.U.C. to
relinquish R/W for ramp.

Olson - Critical path for each phase



SCALE IN FEET
2000
4000
N
PINE – HICKORY COUPLET
N. LIBERTY – COMMERCIAL COUPLET
FRONT ST BY–PASS AND BRIDGE RAMPS
PRINGLE CREEK PARKWAY
13TH ST. EXTENSION
BELLEVUE ST. WIDENING

MAJOR TRANSPORTATION SYSTEM

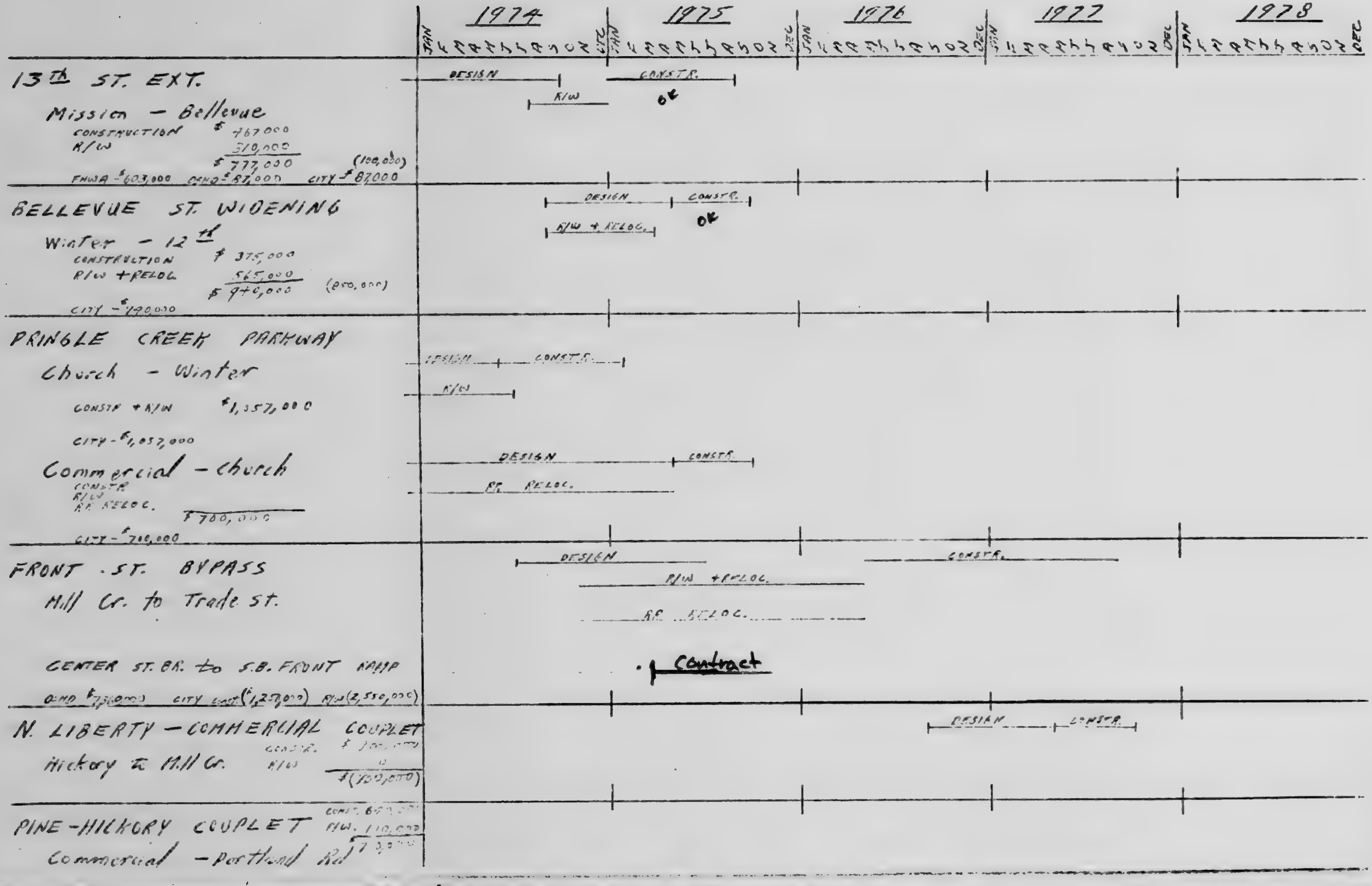
GENERAL OBLIGATION BOND ISSUE
ELECTION OF MAY 28, 1974

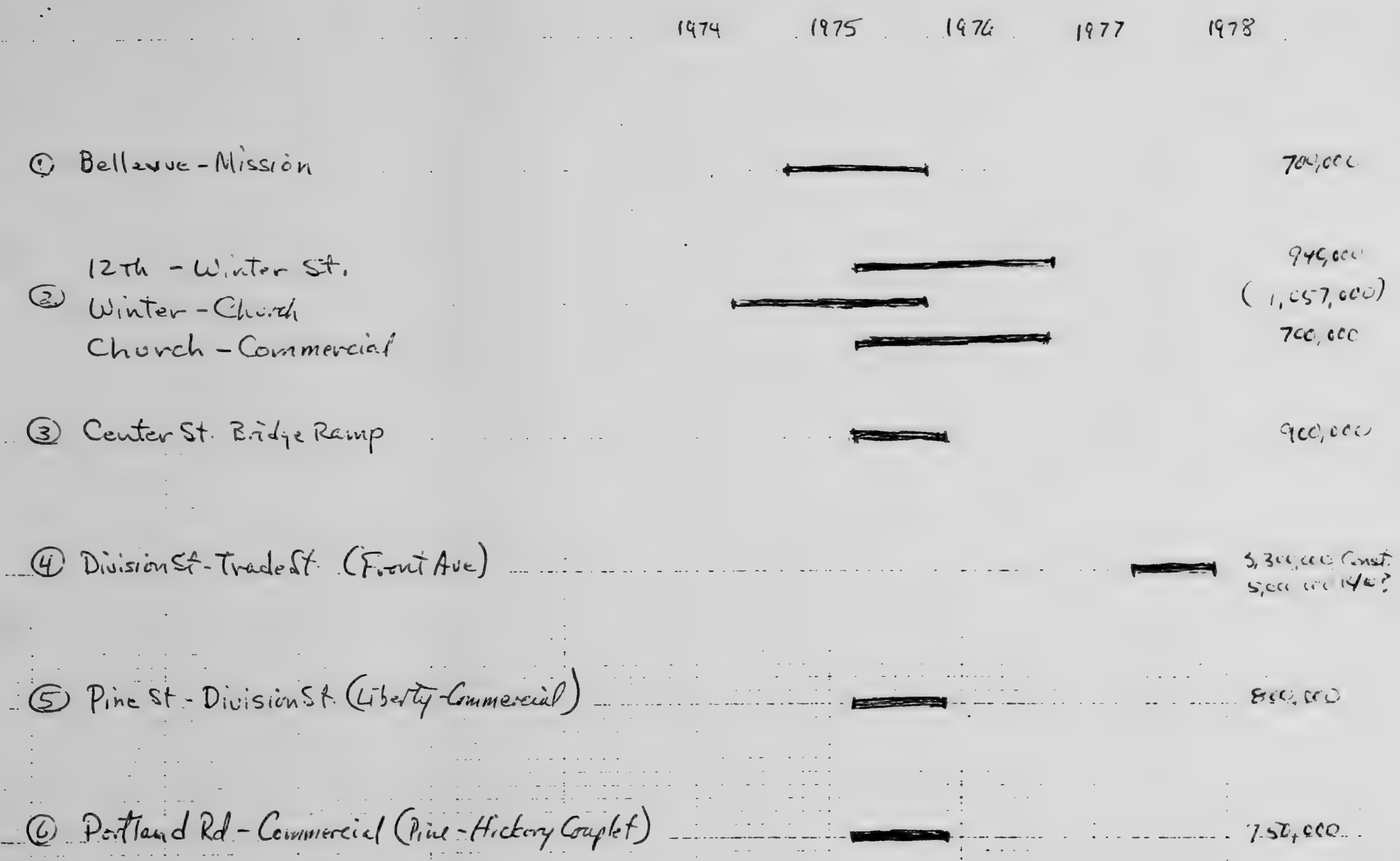
MAJOR TRANSPORTATION SYSTEM

GENERAL OBLIGATION BOND ISSUE ELECTION OF MAY 28, 1974

DATE: JULY 10, 1974

COMPOSITE PROJECT SCHEDULES




1974
1975
1976
1977
1978
① Bellevue - Mission
700,000
12th - Winter St.
② Winter - Church
Church - Commercial
945,000
(1,057,000)
700,000
③ Center St. Bridge Ramp
900,000
④ Division St - Trade St. (Front Ave)
5,300,000 Const.
5,000,000 R/W?
⑤ Pine St - Division St. (Liberty - Commercial)
800,000
⑥ Portland Rd - Commercial (Pine - Hickory Couplet)
750,000

BURLINGTON NORTHERN

ENGINEERING DEPARTMENT
Portland Region

1101 N.W. Hoyt Street
P. O. Box 571
Portland, Oregon 97207
Telephone (503) 228-9111

July 15, 1974

CC Van Wormer
7-18-74

Mr. J. E. Chidsey, P.E.
Railroad and Utility Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Sir:

I have your letter of June 25, in regard to the Front Street Bypass Central Salem Development plan City of Salem, Marion County.

The Oregon Electric Railway will need permanent relocation of our depot and team track facilities. Temporary facilities would not be satisfactory for our operation. We could not function properly using the existing depot and reducing the size of same. We would desire to relocate such facilities near our section facilities in the area of Cherry Street near the Oregon State Deaf School; possibly to do this would require a change in zoning as far as the City of Salem is concerned. We have not definitely decided upon the size of the building we would need, but the facility would have to be large enough to house 3 clerical employees, including a Train Order Operator and a separate partitioned office for the Supervisory Agent. In addition, space will have to be provided for Train and Engine crews along with a small warehouse for freight damaged goods awaiting disposition.

In so far as trackage is concerned, we will require the replacement of our present Front Street team track loading dock and an engine spur. At the present time we are attempting to come up with a plan for such a structure and track layout. As soon as we have this information you will be advised accordingly. I might mention that Mr. Morton Michelson

cc: E S Hunter
Adrian Olson
Ralph Lambert - Port. Pub. Wks, Central Salem
L.W Rulien

RECEIVED
JUL 17 1974

NOTED
J. E. CHIDSEY

Real Estate Supervisor, for the City of Salem, addressed a letter dated July 1, to our Mr. J. J. Gordon, Property Manager, Seattle, Washington, requesting that his representatives meet with Mr. Michelson and several independent fee appraisers on either Monday, July 29, or Tuesday, July 30, in Salem, to tour the facility and ask pertinent questions.

Very truly yours,

H. F. Moy

H. F. MOY
Director, Engineering

HFM/pak

Jim

THE MURRAY-McCORMICK
ENVIRONMENTAL GROUP
ECOSYSTEMS ANALYSIS · PLANNING · LAND SURVEYS · ENGINEERING

July 1, 1974
0919625

Mr. Cliff Curry
Salem Urban Renewal Agency
555 Liberty Street SE
Salem OR 97301

Dear Cliff:

In accordance with the meeting held June 28, 1974, between you, Jim Walker, Corky Ketterling and myself, we hereby propose to perform all services listed below within three weeks from receiving authorization to proceed for a maximum of $8,200.00, as follows:

ITEM I - PARCELIZATION MAP

A. Provide one set of color photos of area to be mapped.

B. Provide one set of mylars from furnished mylar topo maps showing ownerships and dimensions from Assessor Maps, usage and types of buildings on parcels, assessor block and parcel numbers, city block and lot numbers, and addresses of parcels.

C. Show on aforementioned mylars, easements from assessor maps, major utilities from as-built maps received from the city and private utility companies, and parking capacity of all off-street lots.

D. Indicate utility pole and driveway locations shown as scaled from new photos and the street, sidewalk and driveway dimensions scaled from furnished topo map as compiled by OSHD.

ITEM II - FRONT STREET IMPROVEMENT MAP

A. Provide one set of mylars from furnished topo mylars showing proposed right-of-way lines, sidewalk lines, curb lines and railroad relocation.

B. Show on aforementioned mylars dimensions of proposed rights-of-way, streets, sidewalks, railroads, and areas outside of existing rights-of-way and new direction arrows, showing proposed traffic patterns.

ITEM III - ADDITIONAL TOPOGRAPHY

A. Provide field and office work necessary to extend existing topo westerly to the river in the vicinity of the Boise Cascade chip pile and compile on new mylar.

Thank you for your consideration.

Very truly yours,

THE MURRAY-McCORMICK
ENVIRONMENTAL GROUP

L. Brian Weigart

L. Brian Weigart, PLS
Survey Supervisor

LBW:pw
enc.
cc: Mr. Jim Walker

0919625
7/1/74

COST ESTIMATE - APPROXIMATELY 40 CITY BLOCKS

Color Aerial Photos	$ 450.00
Field and office work required for additional topo	850.00
Parcelization plotting from Assessor Map	1,550.00
Building usage and address	400.00
Utility plotting from as-built drawings	2,250.00
Parking lot capacity	400.00
Proposed right-of-way plotting	1,550.00
Client consultation and supervision	300.00
Reproduction of mylars	450.00
TOTAL	$8,200.00
	$205.00/block

June 25, 1974

Burlington Northern, Inc.
[illegible] N. W. Hoyt Street
Portland, Oregon 97207

RE: Front Street Bypass
Central Salem Development Plan
City of Salem
Marion County

Dear Sir:

As you are aware, the Oregon State Highway Division and the City of Salem are working jointly on the development of the Front Street Bypass in the City of Salem. Phase I of this development program calls for the construction of ramps from the existing Center Street and Marion Street bridges to connect with Front Street. One of these ramps [illegible] from the Center Street structure will direct traffic southbound onto Front Street. This ramp goes through the area presently occupied by your team track facilities adjacent to your depot on Front Street and will require the removal of your existing depot facilities.

[illegible] by the City of Salem and the Oregon Department of Transportation, [illegible] start construction of this phase [illegible]. It is our desire to let a contract in the spring of 1975, so that construction of the bridge ramps may be started in the next construction season.

I have been asked by our [illegible] to contact you to determine what facilities you require in order to maintain your current operation. The suggestion has been made, pending permanent relocation of your depot and team track facilities, that temporary depot facilities may be provided for your use. [illegible] suggestion has been made that it might be possible for your existing depot to be reduced in size adjacent to the Center Street [illegible] by removal of part of the building and providing a new [illegible]. In order to further evaluate these suggestions, it is necessary that we know exactly how much space is required for your depot facilities and what track facilities are necessary adjacent to a depot. We will, of course, work with you in providing land for these temporary locations if it is required. The permanent relocation of your depot and team track facilities is a matter of further negotiation.

In order that we may proceed with our planning on this first phase of the Front Street Bypass [illegible], it would be appreciated if you could supply [illegible] I have requested [illegible] the next two weeks. There is currently a steering committee composed of one member of the State Highway Division and two members from the

Burlington Northern, Inc.
Page 2
June 25, 1974

City of Salem who are coordinating efforts on this overall project and they meet in approximately two weeks time. At that time it would be very useful to them if they would have this information so that the departments and agencies involved may commence necessary planning, negotiation, etc., to allow us to write a contract in the Spring of 1975 for the construction of these bridge ramps.

If there is any further information you require, please contact me as I will see that it is forwarded to you immediately.

Yours truly,

[illegible], P. E.
Railroad and Utility Engineer

[illegible]
cc: [illegible]
[illegible]
[illegible]
C. C. Friedrichs

9101

4

8-2660

Southern Pacific
Transportation Company
Room 251-N Union Station • 800 Northwest Sixth Avenue • Portland, Oregon 97209

IN REPLY PLEASE REFER TO

C. T. BABERS
SUPERINTENDENT
W. F. CURRIER, JR.
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

May 8, 1974

911414/079

NOTED
E. S. HUNTER

Mr. James E. Chidsey
Railroad & Utility Engineer
State Highway Department
Salem, Oregon 97310

Dear Sir:

Referring to your letter December 28, 1973, relative to revised preliminary plans Front Street Bypass, Central Salem Development Program, City of Salem, Marion County.

The preliminary plans submitted with your letter have been reviewed and we have no great objections to the general concept of the proposed trackage consolidation and relocation on Front Street northerly of Trade Street. We do feel there are various features in the detail design that are not acceptable to Southern Pacific. These have been discussed with you and your forces by members of our Engineering Department.

The relocation of Burlington Northern tracks and Southern Pacific tracks involve the change of the approach to the railroad bridge over the Willamette River. Southern Pacific Transportation Company is studying the proposal for consolidation and/or joint track operation in this area. We have not reached a definite decision as to the ultimate recommendation of SPT Co. We will continue to work with the State and City on the development of detail plans and agreement so that a complete proposal can be programmed for the necessary approval of our company.

Yours truly,

Chas T. Babers

RECEIVED
MAY 14 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

xc: E. S Hunter
V. P. Moore
J. H Versteeg
Alvin Olson
J. R. Boyd
C. O. Tornudson

NOTED
J. M. CARTWRIGHT

[illegible]D
J. [illegible]HIDSEY

9101

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

NOTED
E. S. HUNTER

DATE April 19, 1974

TO MEMORANDUM TO THE FILES

Olson

FROM A. D. Olson, Preliminary Design Engineer

SUBJECT Front Street Bypass
Central Salem Development Plan
City of Salem
Marion County

RECEIVED
APR 22 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

A meeting was held at 9:00 AM in the City Manager's office with representatives of the City, Oregon State Highway Division and the City's consultant for the waterfront study.

Discussion on the design of the ramps covered the possible elimination of the proposed left-hand on-ramp to Marion Street by routing traffic around the block to an improved intersection of Marion and Commercial and a free turn to an added lane on the approach spans. This is to be studied in detail to determine the relative merit from a traffic handling standpoint. In discussion on design of Front Street and the alignment in the area of Oregon Iron and the Jenks White Warehouse City representatives indicated a preference for all widening on the river side which would take Oregon Iron. The historical designation of this building is in question which would ease that problem.

Financing of the project or projects was discussed at length and the meeting ended with the understanding that a first stage project consisting of the southbound off-ramp from the Center Street Bridge to Front Street would be designed and prepared for construction. This would be based on a temporary connection to existing Front Street at Chemeketa Street with an at-grade crossing of the spur track in Chemeketa Street. The City will appraise and acquire the Burlington Northern property. Both construction and right of way would be financed by use of State bonds. The City is to clear this with the COG. An agreement will be prepared by City-County to cover the purchase of this right of way by the City.

In attendance were:

City of Salem: Bob Briscoe, Bob Moore, Ted Schneider, Robert Holmes, Jim Walker, Richard England (Larry Smith & Co.)

OSHD: F. B. Klaboe, E. S. Hunter, A. D. Olson

ADO:jh

OREGON STATE HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

RECEIVED
JAN 28 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

January 23, 1974

Burlington Northern Inc.
1101 NW Hoyt Street
Portland, OR 97207

Mr. H. F. Moy

Front Street Bypass
Central Salem Development Plan
City of Salem
Marion County

Dear Sir:

In your letter of January 10, you make it obvious that we have been working with erroneous information, or maybe it was "wishful thinking".

The project in question has been considered a joint venture by the Highway Division and the City of Salem, with the Highway Division to furnish the design services, construction drawings, administer the contracts, etc. and the City of Salem Urban Renewal Agency was to furnish overall project administration, right of way acquisition, railroad negotiations and agreements, relocation services, demolition and site clearance.

In order to make an early start on the project and take some pressure off the existing ramp terminals, we laid out a "First Phase" plan, which would consist of the bridge ramps only. No work would be done on Front Street and none of the track work along Front Street would be done. Only the half block east of Front Street between the Marion and Center Street Bridges and the half block south of Center Street which contains your office and team track facilities would be required for this first phase.

The City requested that we expedite plans for the construction of the ramps and "hope to have the construction areas clear by late 1974". They indicated that the time required to relocate your facilities might make this totally unrealistic, however, we used the earliest date so we would be ready when they are.

NOTED
E. S. HUNTER

We have been informed that Jim Walker, who has been handling this for the City, had a heart attack and have also been informed that Ted Schneider will assume his duties. No one in the City seems to know what, if anything, has been done in the way of right of way work. It is hoped that the project will be picked up by Mr. Schneider and will proceed in an orderly manner.

In the interim, we would appreciate your analysis of the problems of relocation and advice on what you believe would be an appropriate timetable for the various steps required. If you have any questions or wish to meet with our people on this, please contact me.

Yours truly,

J. E. Chidsey, P.E.
Railroad and Utility Engineer

JEC:jly

cc: Mr. Ted Schneider - City of Salem
Mr. Robert S. Moore - Salem City Manager

bc: E. S. Hunter
J. H. Versteeg
W. J. Hart
J. B. Boyd
Adrian Olson
C. O. Frederickson
J. W. Valentine

CCN
[illegible]

BURLINGTON NORTHERN

ENGINEERING DEPARTMENT
Portland Region

1101 N.W. Hoyt Street
P. O. Box 571
Portland, Oregon 97207
Telephone (503) 228-9111

Oregon State Highway Division
Utility Unit
Highway Building
Salem, Oregon 97310

January 10, 1974

RECEIVED
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Attention: Mr. J. E. Chidsey, P.E.
Railroad and Utility Engineer

Gentlemen:

I make reference to your letter of December 14th wherein you enclosed four copies of a map showing the proposed offramp southbound from the present Center Street structure over Front Street and the Willamette River in the City of Salem, Oregon.

I understand Mr. L. B. Kroft, Engineer of Public Works of the Burlington Northern, discussed this plan with you and he adivses me that your schedule for proceeding is as follows:

(1) Relocation of our office space and team track facilities.
(2) Construction of ramps.
(3) Relocation of the railway off Front Street.

NOTED
E. S. HUNTER

He also advises me that the Oregon State Highway Department has a tentative date of December 19th, 1974 for contracting the ramps. As such, it does not appear that this gives the railroad enough time for relocation of our facilities and it is therefore suggested that you people come up with a more realistic schedule on this project.

I understand that this matter will again be brought up at the next highway staff meeting and I believe after such meeting is held, it would be advisable if I, as well as members of my staff, could meet with you and other members of the Highway Department and go over this entire matter.

Very truly yours,

H F Moy

H. F. MOY
Director, Engineering

HFM:pe

File: Salem-4

xc: E. S. Hunter
J. H. Versteeg
L. H. Young
W. J. Hart
C O Fredrickson
J W. Valentine

RECEIVED
JAN 11 1974
UTILITY UNIT

NOTED
J. E. CHIDSEY

December 11, 1973

Mr. Robert S. Moore
City Manager
City Hall
555 Liberty St. S.E.
Salem, OR 97301

Dear Mr. Moore:

Re: Front Street Bypass
Central Salem Development Program
City of Salem

As requested in your October 26 letter, we will begin preparation of final plans for all three ramps in the Front Street project. It would be our intent that this work would be scheduled so as to have final plans ready when the city could make the right-of-way available, assuming that this would be more than six months in the future. As such time as you can predict when the right-of-way would be clear I would appreciate being advised so that we may plan our work accordingly. A request will be forwarded to the Transportation Commission for programming of the desired construction with state funds.

I would question whether the northbound Center Street bridge ramp would serve the same interim purpose as the southbound ramp. The potential problems with traffic on Front Street and with the railroad could limit the usefulness of this substitute. Also, there have been suggestions that this ramp might not be necessary if a new bridge is chosen to the north. Under the circumstances it would seem desirable to stay with the original two ramps as a first stage; however if right-of-way negotiations can be completed for the entire project we would be willing to proceed with all three ramps.

The question as to whether Front Street should be widened to the east or the west in the block between Court Street and

State Street would seem to be a matter of economics and the relative historical significance of the two buildings on the west. While the alignment on the westerly alternate appears preferable when comparing the two on a map, there would be little difference from the driver's standpoint. The proposed "first stage" will fit either alignment so that your investigation into this matter will not affect our immediate project.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

bc: A. E. Johnson
E. S. Hunter
J. H. Versteeg
Walter J. Hart
C. O. Fredrickson
L. H. Young
H. S. Cox

ADO:we dpy

cc

October 26, 1973

Mr. Fred Klaboe
Administrator & State Highway Engineer
Oregon State Highway Division
104 Highway Building
Salem, OR 97310

Dear Mr. Klaboe:

SUBJECT: Front Street By-Pass Project
Central Salem Development Program

As you know, Salem's proposed Front Street By-Pass and Bridge Ramp Project has been considered a joint venture between the State Highway Division and the City of Salem, as a part of our Central Salem Development Program. As proposed, responsibilities in this venture call for the Highway Division to furnish design services, construction drawings, administer construction contracts, furnish construction inspection and fund the necessary construction activities. The City of Salem/Urban Renewal Agency would furnish overall project administration, right-of-way acquisition, railroad negotiation and agreements, relocation services, demolition and site clearance and any necessary environmental impact statements.

Staff members of both organizations have been involved in studying various design alternatives for the project since the first part of this year. The most recent meeting with your design staff occurred on October 12, 1973, at which time various alternate designs were considered and certain conclusions drawn therefrom. A copy of the minutes from that meeting are enclosed for your reference.

Subsequent to the October 12th meeting, we were informed by your staff that construction drawings for two of the three proposed bridge ramps (intended as the "first phase" in the Front Street Project) could be produced within six months. We were also informed that the State Highway Commissioners will commit non-federal state funds for the construction of the two bridge ramps and that an environmental impact statement would not be required under this method of funding.

11-1-73

[illegible] — R/D response. ODOT Comm. is committed.

The City considers the construction of the bridge ramps as the first priority in the improvement of downtown traffic circulation and we are interested in completing this project as quickly as possible. Given the State's assurance that the Highway Division would participate in this construction, as noted above, the City of Salem will acquire properties, relocate businesses and clear areas necessary for the construction of the bridge ramps with non-federal funds. We would hope to begin this process as soon as possible with the intention of having the construction areas clear by late 1974. We assume that construction could then begin and be completed during 1975.

1

Response

One alternative we see in the two ramp project is the possibility of constructing the northbound Center Street bridge ramp instead of the southbound ramp. The northbound ramp would serve the same interim purpose of allowing traffic to proceed either north or south from its end point at Front Street and would be contained in the same half block needed to be acquired for construction of the Marion Street bridge ramp. It appears that this alternative would cut our acquisition and clearance costs roughly in half and allow the process to be completed in a shorter length of time.

2

The half block necessary for the construction of the southbound ramp contains the Burlington Northern Freight Office and Team Track. Acquisition and relocation of this facility could conceivably require a length of time which would preclude the bridge ramp construction in 1975. However, since the majority of traffic movements off the Center Street Bridge are to the south, this ramp would be our first choice.

In light of these considerations, we do suggest that your staff begin finalization of all three ramp designs at this time. Within 60 days, we will have analyzed both acquisition alternatives and will then be in a position to recommend which two of the three ramps appear to be the best choice for initial construction.

Response.

An additional possibility in the bridge ramp project would be to construct all three ramps in the same time frame proposed for two ramps. Assuming the City's ability to clear all necessary areas, would the State be able to fund the construction of three ramps by 1974/75?

Response

Considering the overall design of the Front Street by-pass system, we believe that design plan "D" (as outlined in the enclosed memorandum) is the most desirable plan from our viewpoint and should be refined for further consideration. In particular, we feel that relocating the Southern Pacific track connection from Front Street to the Union Street Bridge, entirely out of the proposed Front Street road bed, is a prime objective. It is our understanding that the Southern Pacific Company is at least willing to talk about the technicalities of this arrangement, so we should pursue the possibility.

I would appreciate a response to proposals noted above, particularly in regard to the State's commitment in funding the bridge ramp construction. We may then begin serious negotiations with various property owners involved.

We are particularly pleased with the performance and cooperation of your preliminary design staff in the Front Street Project. Through their comprehensive design efforts, we have been provided with the data necessary to begin this project on firm ground. We look forward to your continued participation.

Sincerely,

Robert S. Moore

Robert S. Moore
City Manager

cc: E.S. Hunter, Assistant State Highway Engineer ✓
A.D. Olson, Preliminary Design Engineer, OSHD
B.T. Van Wormer
Robert Holmes
Jim Walker

INTER-DEPARTMENTAL MEMORANDUM

TO: Robert Holmes, Renewal Administrator

DATE: October 12, 1973

FROM: Jim Walker, Project Engineer

FOLLOWUP DATE:

SUBJECT: Front Street Design Meeting Minutes
CSDP

A meeting was held with the State Highway Division on October 10, 1973, for the purpose of reviewing design alternatives on the Front Street Bypass Design. Those attending the meeting were: Adrian Olson and Jerry Rien of the Highway Division's Preliminary Design group, Ed Sigurdson, Dave Van Dyke, Doug Van Dyke, Ted Schneider and myself. The purpose of the meeting was to review certain design alternatives for the Front Street system involving street alignment and the railroad track relocations. These alternatives were requested in an Agency letter to the Highway Division, dated September 19, 1973.

The meeting began with Ted Schneider and myself giving a status report on the upcoming Riverfront Study. It was stated that the study would be accomplished by a Renewal Agency consultant and hopefully started by the first part of January, 1974. The study would probably run for 10 or 12 months and cover a minimum area from Hickory Street NE to Mission Street and from Commercial Street to the Willamette River. The scope of consultant services would most likely include considerations directly effecting the Front Street Design Project. Such considerations may include reactions from affected businesses and citizen advisory groups, a conceptual design plan for the River Front Park area including access arrangements from the Front Street system and certain economic analyses of right-of-way acquisition alternatives along Front Street. It is also expected that results of the study will include some data for inclusion in the environmental impact statement that may be required for this project.

Adrian Olson and Jerry Rien then presented their study plan alternatives as follows:

Plan A--Burlington Northern/ Southern Pacific joint track location west of the proposed Front Street right-of-way. This plan was essentially the same as the original study plan dated April 4, 1973.

Plan B--Burlington Northern/Southern Pacific joint track located within the Front Street median island.

Plan C--Separate tracks: Burlington Northern west of the proposed Front Street right-of-way, Southern Pacific located within the median island strip.

Plan D--This study plan was the same as Plan A except that the Front Street alignment was adjusted to the west in the block between Court and State Streets. The purpose of this alternate was to consider property taking from the west side of Front Street instead of the east side.

In addition to these alternatives, a study plan for the initial construction of two bridge ramps was presented. The plan indicated a "First Phase" construction of two of the three bridge ramps which would be compatible with the later construction of the third ramp and Front Street bypass improvements. In this plan, a ramp is provided off of the Center Street bridge coming to grade at Chemeketa Street just west of Front Street. From this point, traffic would proceed south or north along existing Front Street. The second ramp takes north-bound traffic from Front Street to the Marion Street bridge. The advantage of constructing two bridge ramps first would be the possibility of accomplishing this construction sooner than the total system, would not require the relocation of the Burlington Northern or Southern Pacific track route, would result in a much lower project cost initially and would require relatively little property acquisition. The particular acquisition that would be necessary for the two ramp design includes the half block adjacent to the east side of the Front Street between the two existing bridges, the half block adjacent to the west side of Front Street just south of the Center Street bridge (containing the Burlington Northern freight office) and a partial take off of the northwest corner of the block adjacent to the east side of Front Street just south of the Center Street bridge. The possibility of constructing the two ramps by 1975 would depend primarily on impact statement requirements and the Agency/City capability of acquiring, relocating and clearing the necessary property.

CONCLUSIONS

1. It was felt by all parties in attendance, that the best overall plan from a traffic and railroad view point was Plan D. This particular plan allows the smoothest bypass alignment and places the railroads in a joint track out of the proposed right-of-way. The plan will affect the Salem Iron Works but leaves two other historical structures intact.

2. It was felt that the two-ramp plan was a logical first phase in the Front Street project and should be pursued with all possible haste, in order to reduce the critical traffic situation on the bridges and the overloading of the intersections at Commercial Street. The assumed participation in this project would be the same as the total Front Street project in that the State would be responsible for the design services and construction cost and the Agency/City would be responsible for overall administration, property acquisition, relocation, demolition and site clearance, and the environmental impact statement, if required.

3. In consideration of the possibility of constructing the two-ramp plan first, the State Highway Division would pursue and refine this particular design. The State would also pursue preliminary construction costs and the possible need for an impact statement based on the proposed State funding source for the construction work.

4. The Agency staff would investigate the necessary property acquisition for the two-ramp design and perform a staff appraisal of the property in order to gain some idea of acquisition cost. Also, staff would investigate sources for acquisition, relocation and demolition, and the assumed need to establish an Urban Renewal Project area for the construction.

5. A meeting would be set up late next week with the City Manager and Director of Public Works to discuss the possibility of accomplishing the two-ramp construction by 1975 and gain overall direction on the proposed Front Street project.

j4/11-12
cc: Robert Moore
James Woodwell
B.T. Van Wormer
Ed Sigurdson
Dave Van Dyke
Doug Van Dyke
Morton Michelson
Ted Schneider
J.H. Versteeg, State Highway Division
Adrian Olson, State Highway Division
Jerry Rien, State Highway Division

9101

2.

OREGON STATE HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

November 15, 1973

Southern Pacific Transportation Co.
324 Union Station
Portland, OR 97209

NOTED
E. S. HUNTER

Mr. E. A. Kendrew

Front Street Bypass
Central Salem Development Program
City of Salem
Marion County
Your File: [illegible]14/079

Dear Sir:

On July 23, 1973, you wrote to me regarding the needs of Southern Pacific Transportation Company in the area encompassed by the Front Street Bypass, which is part of the Central Salem Development Program in the City of Salem. After reviewing the various preliminary proposals that have been made in this area, I feel that perhaps the best way to answer your questions would be a meeting between you and our Preliminary Design people so that you could be shown what our thinking is in regards to relocation of your facilities on Front Street, and then you would be in a position to make direct comments to the designers. Also, at this time, you could see what preliminary plans you would like to have copies of for further study by your people.

Please advise me when it would be convenient for you to meet with us, so that our Preliminary Design people can do a thorough review of our current proposals covering this Front Street project. If it is convenient, I would suggest a meeting here in Salem which would be easier from the standpoint of the amount of documents, etc. which would need to be transported.

Yours truly,

J. E. Chidsey, P.E.
Railroad and Utility Engineer

RECEIVED
[illegible] 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

JEC:jly

bc: E. S. Hunter
J. H Versteeg
Adrian Olson
J. B. Boyd
C. O. Frederickson
J. W. Valentine

A. Olson
Turpin
Scott
Swenson
R. Olson
Trout

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September 19, 1973

Mr. J.H. Versteeg, Road Design Engineer
Oregon State Highway Division
Highway Building
Salem, OR 97310

NOTED
E. S. HUNTER

Dear Mr. Versteeg:

SUBJECT: Front Street Bypass Design
Central Salem Development Program

In response to your July 23 and August 9, 1973, letters regarding the Front Street Bypass Design, we offer the following comments:

1. We are beginning a consultant selection process for our River Front Study and plan to award this contract work on October 23 or November 12, 1973. The study will most likely cover an area from Hickory Street NE to Mission St. and from Commercial Street to the Willamette River.

As the Front Street bypass, bridge ramps and adjacent open space areas will be significant elements of the study, valuable feedback should be gained for the Front Street design project. Such feedback should include reactions from affected businesses and citizen advisory groups, a conceptual design plan for the River Front Park with accesss arrangements from the Front Street system, an economic analysis of right-of-way acquisition and data for inclusion in the environmental impact statement.

It seems advisable that we furnish the River Front consultants with a viable study plan for the Front Street Bypass System that reflects right-of-way alignment and railroad track relocations that are acceptable to all concerned parties. This information should provide the consultants with a sound basis for conceptual planning of the River Park area. I assume that the "acceptable" study plan would be one of the alternates as proposed in Item 3 below.

cc Schroeder
Klaboe
9-25-73

RECEI
SEP 24 1973
OFFICE OF
ASSISTANT STATE HI[illegible]

The River Front Study should require nine or ten months to complete and any pertinent feedback for our purposes would probably not be available until five or six months after the study is initiated. We will request that our consultants coordinate their efforts with your design group as well as the Urban Renewal staff.

2. Agency staff, City Public Works and Traffic Engineering Departments have reviewed your "minimum plan" for constructing two bridge ramps, as transmitted on July 23, 1973. We feel that the "minimum plan" is a logical first phase in the total Front Street bypass/bridge ramps improvement, assuming that it would be accomplished in a manner which permits future extension of the Center Street ramp as shown on the total system plan. I agree that phasing the project in this manner would not permit the ramps to be constructed any sooner than the total system, however, the phasing would certainly accommodate our assumed budget in a more reasonable manner. If feasible, we would prefer to have the Center Street bridge ramp steepened in order to allow the Chemeketa Street spur track to remain in its existing location.

3. The Agency and the City Public Works Department request that additional study plans of the Front Street system be prepared for consideration. We feel this is necessary in order to accomplish a comprehensive analysis of railroad relocation and street alignment. We believe the following alternatives should be presented in seperate study plans similar to the plan dated April 4, 1973: (a) Burlington Northern/Southern Pacific joint track located west of the proposed Front Street right-of-way. This plan would be the same as your plan dated April 4, 1973, with any modifications you have made to date; (b) Burlington Northern/Southern Pacific joint track located within the Front Street median island; (c) separate tracks: Burlington Northern west of the proposed Front Street right-of-way, Southern Pacific located within the median island; (d) separate tracks: Burlington Northern west of the proposed Front Street right-of-way, Southern Pacific located between the curb and right-of-way lines on the east side of the proposed Front Street; (e) this alternate plan would be the same as the April 4, 1973, study plan except that the Front Street alignment would be adjusted to the west in the block between Court and State Streets. The purpose of this alternate would be to shift the proposed right-of-way taking from the east side to the west side of Front Street in this area.

If any of these alternate schemes turn out to be unrealistic, please advise so we may drop them from further consideration.

4. I do not know why the Southern Pacific Company objects to the track curvature proposed between the west side of Front Street and the proposed Trade Street track alignment. The proposed Trade Street alignment has been previously approved by the Southern Pacific Company. Possibly Mr. Barbers was thinking in terms of the existing Trade Street alignment.

5. Regarding questions on proposed land use, zoning, and access requirements connected with the "open space" area west of Front Street: for the time being, we must rely on concepts presented in the CSDP plan. In the future, these concepts will undoubtly be modified to some extent by findings of the River Front Study and should be reconsidered at that time.

In future study plans we request that railroad right-of-way limits, on-street parking and sidewalks be shown. I realize that pedestrian access along the west side of the proposed Front Street is in doubt at this time, but we should be able to locate sidewalks in other areas of the improvement. This information should be of value to the River Front consultants in their conceptual planning.

I will plan to keep you informed regarding pertinent City and Urban Renewal actions relating to this project.

Sincerely,

Jim Walker

Jim Walker
Renewal Engineer

jl/1-2
cc: Adrian Olson, Oregon State Highway Division ✓
Robert Holmes, Urban Renewal Agency
Ted Schneider, Urban Renewal Agency

copy Versteeg
A. Olson
Turpin
Scott
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R. Olson
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OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

August 9, 1973

Mr. Jim Walker, Renewal Engineer
Community Development Housing Urban Renewal
City of Salem, Room 310
555 Liberty Street, S.E.
Salem, Oregon 97301

NOTED
E. S. HUNTER

Dear Mr. Walker:

Front Street Bypass
Central Salem Development Plan
City of Salem
Marion County

Attached is correspondence from Southern Pacific in regard to the Front Street Bypass for your review and comment. Of particular interest is the statement in the last paragraph in regard to alignment to the existing trackage in Trade Street. A copy of our map is attached and presumably agrees with data which you supplied to us for the track revisions in that area. If you have had further revisions or know what he is referring to, please advise me.

I would hope that we are now in a position to get serious in our discussions with the railroads and in our design work. It would be helpful if you could give us your current status in regard to the water front studies, minimum vs. total bypass plan, etc., so that we may know how to proceed.

Very truly yours,

J. H. Versteeg
Road Design Engineer
By:

A. D. Olson
Preliminary Design Engineer

ADO:jg
cc: E. S. Hunter
C. O. Fredrickson

RECEIVED
AUG 10 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

S-2690

Southern Pacific
Transportation Company
Room [illegible] Union Station • 800 Northwest Sixth Avenue • Portland, Oregon 97209

C. T. BABERS
SUPERINTENDENT
W. F. CURRIER, JR.
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

IN REPLY PLEASE REFER TO

July 23, 1973

911414/079

RECEIVED
JUL 30 1973
UTILITY UNIT

Mr. J. E. Chidsey
Railroad and Utility Engineer
Oregon State Highway Department
Salem, Oregon 97310

Dear Sir:

Referring to your letter of June 27 relative to revised preliminary plan, Front Street bypass, Central Salem Development Program, City of Salem.

In view of the fact that you anticipate the property between Front Street and the Willamette River through the area of track relocation will be utilized mainly for parks and open space, believe consideration should be given to locating the track in the median of the proposed Front Street bypass roadway.

This arrangement would retain the approximate 17° curve connection to the structure No. 719.74 across the Willamette River and avoid the need for one of the long skewed crossings of the southbound roadway of Front Street and a crossing frog. It would also eliminate some of the severance damage resulting from the presently proposed alignment and place the railroad in a more isolated area where it will be less affected by the subsequent development that will occur.

We should not consider a curve much in excess of the existing 17° curve. Curvature of 22° to 23° would not be acceptable in view of the increased possibility of derailments that could cause damage to our structure across the Willamette River. In evaluating the curvature approaching our structure, consideration must be given to the relationship of the end of the curve and truss portal for end swing clearance of long cars.

Referring to 17' clear zone, which is the minimum clearance permitted by the Oregon Public Utility Commissioner, this clearance is not sufficient to provide the required road bed section per the attached drawing CS 513 and a right of way sufficient width to maintain this road bed.

Adrian Olson

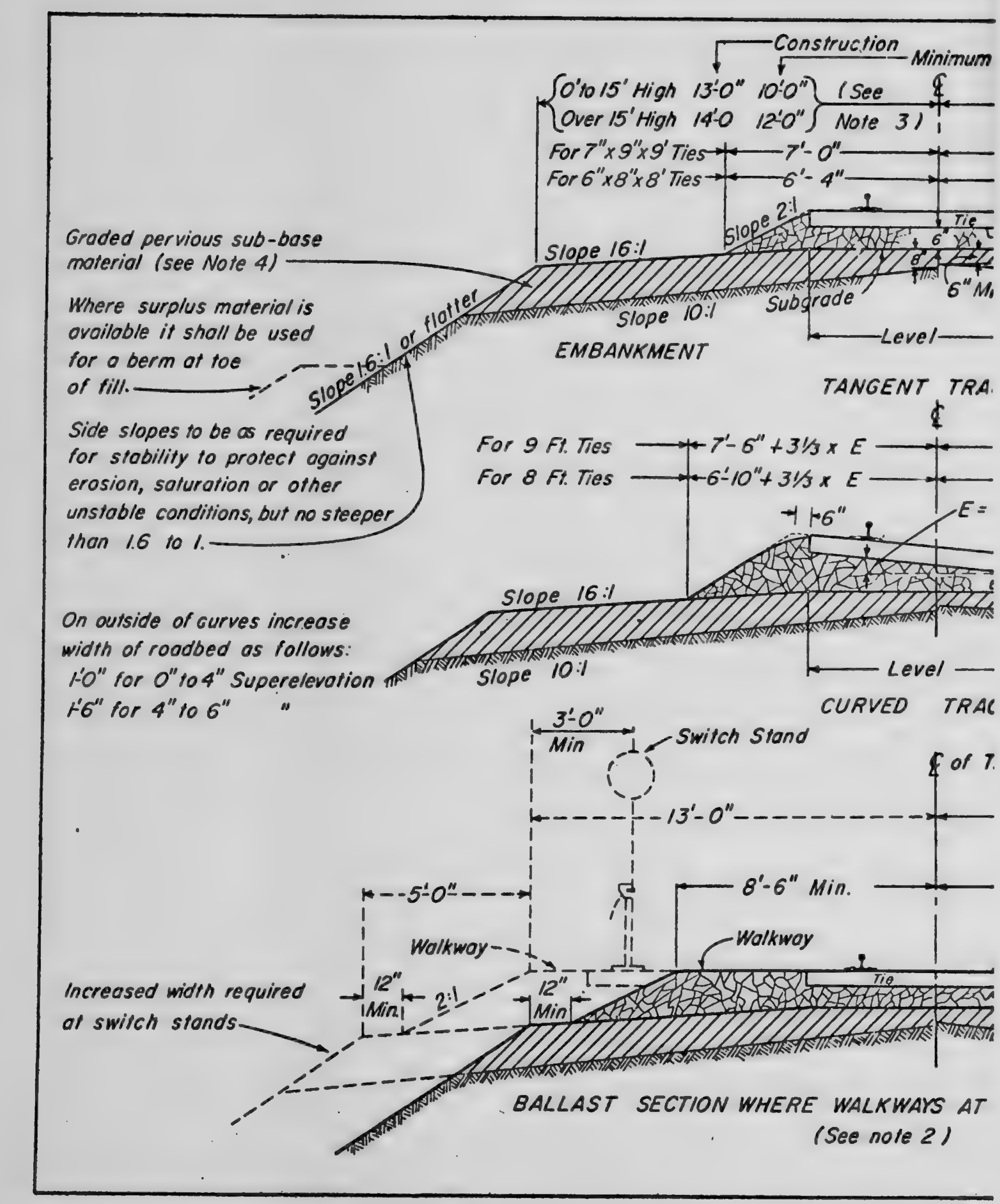
NOTED
J. E. CHIDSEY

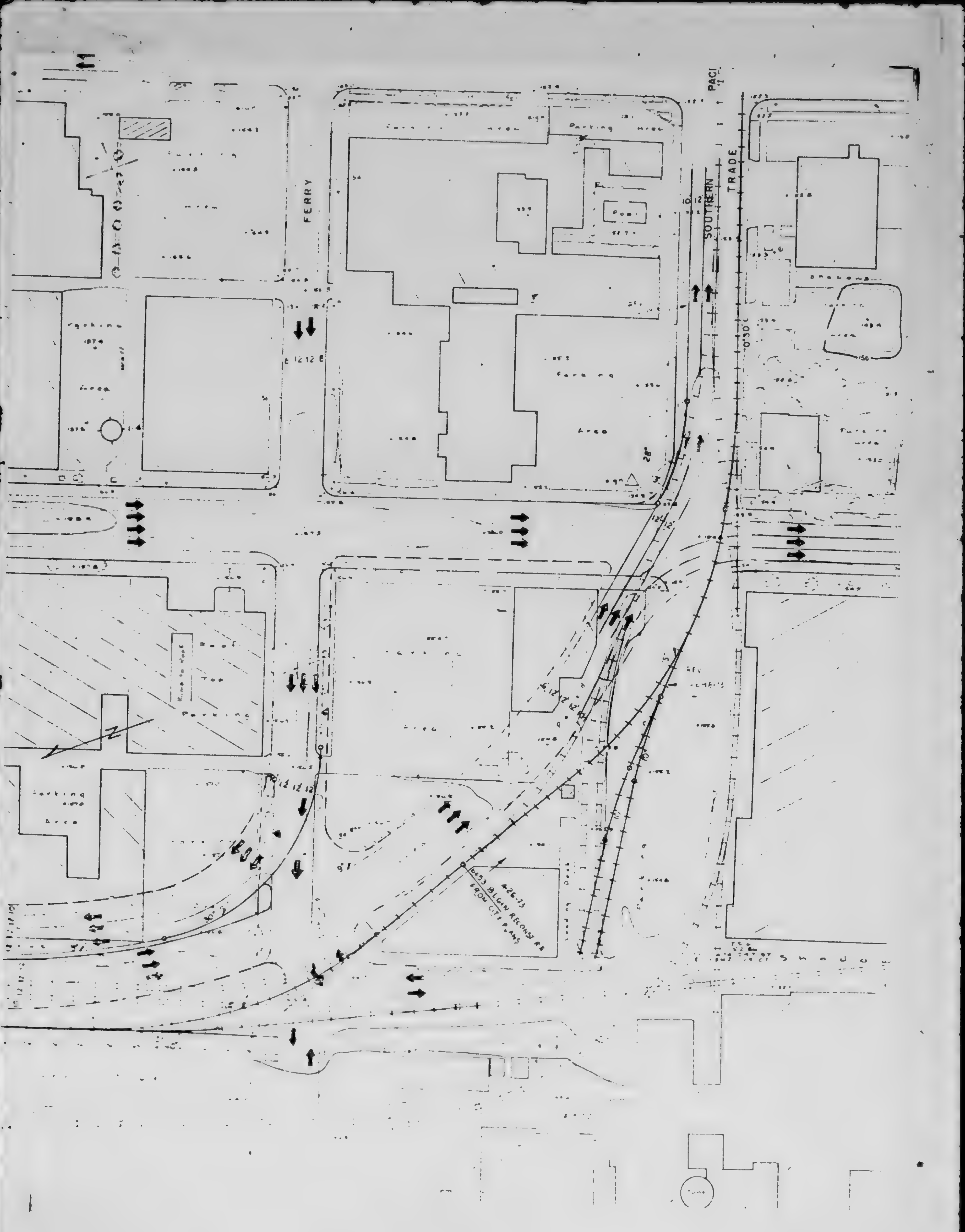
If the track is left as presently planned, we would require a minimum right of way width of 30 feet. It it is located in the median, we would upon review of the proposed design, consider a 20' wide right of way.

We also object to the curvature of the proposed alignment to the existing trackage in Trade Street. This curvature must be kept within our standards and not create excessive curvature through this area.

Yours truly,

C T Baber


Construction
Minimum
℄
0' to 15' High 13'-0" 10'-0" (See
Over 15' High 14'-0 12'-0" Note 3)
For 7"x9"x9' Ties 7'-0"
For 6"x8"x8' Ties 6'-4"
Tie
Slope 2:1
Slope 16:1
6"
8"
6" M
Graded pervious sub-base material (see Note 4)
Where surplus material is available it shall be used for a berm at toe of fill.
Slope 1.6:1 or flatter
Slope 10:1
Subgrade
Level
EMBANKMENT
TANGENT TRA
℄
Side slopes to be as required for stability to protect against erosion, saturation or other unstable conditions, but no steeper than 1.6 to 1.
For 9 Ft. Ties 7'-6" + 3⅓ x E
For 8 Ft. Ties 6'-10" + 3⅓ x E
6"
E =
Slope 16:1
On outside of curves increase width of roadbed as follows:
1'-0" for 0" to 4" Superelevation
1'-6" for 4" to 6" "
Slope 10:1
Level
CURVED TRA
3'-0" Min
Switch Stand
℄ of T
13'-0"
5'-0"
8'-6" Min.
Walkway
Walkway
Tie
Increased width required at switch stands
12" Min
2:1
12" Min
BALLAST SECTION WHERE WALKWAYS AT
(See note 2)



FERRY
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PACI
TRADE
Parking Area
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Parking Area
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28°
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6-26-73
6653 ELGIN RECONST RR
FROM CITY PLANS

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

July 23, 1973

Mr. Jim Walker, Renewal Engineer
Community Development Housing Urban Renewal
City of Salem, Room 310
555 Liberty Street, S.E.
Salem, OR 97301

Dear Mr. Walker:

Front Street Bypass
Central Salem Development Plan
City of Salem
Marion County

As requested, we have developed a minimum plan for the construction of ramps from the Marion and Center Street bridges as a first phase. A copy of the plan is enclosed for your review and comments. This would work at an acceptable level of service as shown.

It would be possible to steepen the grade on the end of the ramp from the Center Street Bridge in order to leave the spur track in its existing position on Chemeketa Street rather than making the relocation as shown if right of way or railroad agreements for the relocation cannot be obtained as soon as the remainder right of way can be acquired.

I believe that your thought in trying to set up a minimum first phase was with the hope that we could get started with a minimum relocation of trackage and property acquisition. Since the Burlington Northern building and loading ramps would be required for the Center Street ramp, it would appear that our "first phase" might be as time consuming as the entire project.

We have provided data on the overall plan to both railroads and have had preliminary responses. More detailed plans were developed for the Southern Pacific to satisfy their comments, however, we haven't had a response to our last submission. As soon as we reach a basic agreement

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JUL 24 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

with the railroads in regard to alignment in the vicinity of the bridges, we will start our detailed layouts with the intent of being ready to go to contract when you have the necessary right of way and other clearances.

Your review and comments in regard to the enclosed "Initial Phase" plan would be appreciated. If you have any questions, please call me.

Very truly yours,

Fred B. Klaboe
Administrator and State
Highway Engineer

By

A. D. Olson
Preliminary Design Engineer

ADO:jg
Enclosures

cc: C. O. Fredrickson (w/encl.)
J. E. Chidsey "
V. D. Wolfe
E. S. Hunter

4101

2.

1859

OREGON STATE
HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

June 27, 1973

Southern Pacific Transportation Company
324 Union Station
Portland, OR 97209

Mr. E. A. Kendrew

Revised Preliminary Plans
Front Street Bypass
Central Salem Development Program
City of Salem
Marion County
Your File: 911414-349

Dear Sir:

Enclosed for your information and review are four sets of the revised preliminary plans on the proposed Front Street Bypass of the Central Salem Development Program in the City of Salem. These plans have been revised in accordance with the requests made in your letter of June 5, 1973.

The BC's and EC's of the curves have all been clearly indicated, and the minimum reversing tangent length you specified has been adhered to. The alignment at the north end of the proposed work between Division Street and "D" Street has been revised in accordance with the drawing that you supplied with your letter.

At the present time, it is anticipated that the property between Front Street and the Willamette River through this area will be utilized in parks and open space with the possibility of a few apartments and perhaps a convention center or restaurant, or something of this type included. As a result of this, the access across the tracks to this area could be restricted to the existing street intersections. There will be a 10-foot wide parking area along the east side of Front Street. There is also a 10-foot wide area between the curb and the railroad 17-foot clear zone. This is indicated on the proposed plan. No determination has been made whether there will be a walkway in this 10-foot strip where landscaping is indicated on the sketch plan. At the present time, we are not aware of how the right of way for the relocated railroads will be handled and what type of right of way will be granted to the railroads.

The curve of the existing railroad from Union Street's structure fits a 16 degree curve template and so, it was assumed that this was a 16 degree curve. The 17 degree template seemed to fit the relocation which pulled the tracks up against the columns. No field work has been done as yet to verify this. If there is any possible way to make the sharper curve (22 or 23 degrees) acceptable for operation, serious consideration should be given to whatever might make this sharper degree of curvature operable. Both rail and street traffic would presumably benefit by elimination of the potential conflict, the maintenance problems which would arise, etc.

The alignment of the proposed connection to the spur at Chemeketa Street has been indicated on the revised preliminary plan. However, if the land in this area is utilized for parks or open space, there would be no facility remaining in the area which would require the revision and maintenance of this spur.

All of this preliminary information has been provided to the Burlington Northern, and they are also being kept currently advised as to any revisions we have in our planning for this area.

If, after review of these preliminary plans you have additional comments or desire any further information, please contact me.

Yours truly,

J. E. Chidsey, P.E.
Railroad and Utility Engineer

JEC:jly

Enc.

bc: H. S. Coulter
E. S. Hunter
J. H. Versteeg
Adrian Olson
J. B. Boyd
C. O. Frederickson
J. W. Valentine

RECEIVED

NOTED
H.S. COULTER

24-1128

2.

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE June 20, 1973

TO Carroll T. Keasey
CONSTRUCTION ENGINEER

ORIGINAL SIGNED BY
C. O. FREDRICKSON

FROM C. O. Fredrickson
REGION ENGINEER

SUBJECT Rail and Sidewalk Repairs
Center Street Bridge
Salem

We are submitting one copy of a typewritten sheet headed Center Street Bridge, Railing and Sidewalk Repairs, Alternate # 4 and dated June 15, 1973. This sheet indicates six (6) items of proposed work for the repair of the sidewalks on the old truss spans and the placement of traffic rail, also included is a cost summary for each of the six (6) items.

As you know the sidewalk on the truss spans of the Center Street Bridge were inspected and a suggestion was made for replacement by the FHWA in 1969. At the same time a recommendation was made that a suitable rail be provided capable of deflecting vehicles back on the roadway. R. N. Bothman's letter of January 24, 1973 indicated that provision should be made for doing this work under the present contract and some funds were included in the existing contract for a small amount of work to be done on the rail and on an overlay of the deck. A drawing, number 26073, was prepared by the Bridge Division in April of 1972 showing a precast sidewalk section to be placed on the truss spans. It is proposed that this precast section, or one similar to it, be placed on all of the truss spans except the Pony truss span and that such repairs as are necessary to the channel sidewalk beam be made to insure that the sidewalk is adequately supported. The Pony truss span will be provided with a cast-in-place sidewalk. All sidewalk work will be done on the downstream side of the structure in order to maintain the continuity of the sidewalks which were built when the bridge was constructed. Consideration should be given to making this sidewalk as wide as possible so that the installation of a traffic barrier facing the driving lanes will be overcome so far as the sidewalk width is concerned.

RECEIVED

At the same time it is recommended that the existing railing on the truss spans be removed and be replaced with a modern pedestrian type rail. The existing railing is an old lattice work design and is in very poor condition due to severe rust. Repair of this rail would be expensive and the structural integrity of some of the rail members is questionable.

We are also enclosing one copy of a sketch showing the location of the work proposed. Please review this material and advise this office of your feelings toward preparation of plans and the letting of a separate contract for the sidewalk, pedestrian rail and traffic barrier.

COF:lb

cc: H. S. Coulter ✓
A. Gottfied

9101

2.

OREGON STATE
HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

June 11, 1973

Burlington Northern Inc.
1101 NW Hoyt Street
Portland, [illegible]

Front Street Bypass
Central Salem Development Plan
City of Salem
Marion County

Mr. I. [illegible] Moy

Dear Sir:

In your response to our original correspondence on the Front Street Bypass being programmed in the City of Salem, you requested information as to what schedule has been set up for this redevelopment work, as shown on the plans we submitted. At present, our timetable for this work is as follows:

> Design and drafting Environmental Impact Statement, October 1, [illegible] Public hearing, [illegible], 1973; Final Environmental [illegible] approved, [illegible], 1974; [illegible] June, 1977. Contract let, June 1977 [illegible] open to traffic, fall of [illegible].

The above schedule may be somewhat optimistic, but it is indicative of our intent to follow through on this project as details are ironed out [illegible].

The preparation of the Environmental Impact Statements and their review and acceptance are highly variable, as are the problems of right of way purchase and relocation. It may well be that greater time will be required in getting acceptance of the project, but hopefully acquisition of the right of way might be accomplished in less than the time indicated.

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JUN 1[illegible] 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

As our plans progress on this project, you will be kept informed. You suggest in your letter that the possibility of a meeting between you and us to discuss this further be considered. I believe at this time such a meeting would not be particularly fruitful, since everything is in a highly preliminary stage. Within a short time, we should be finalizing our preliminary design plan to the point that a meeting where you, representatives of Southern Pacific, and the State Highway Division could sit down and start discussing our mutual problems and explore the possibilities of joint use of the trackage further. As soon as this preliminary information is finalized, I will contact you and we will work to set up such a meeting.

Yours truly,

J. E. Chidsey, P.E.
Railroad and Utility Engineer

JEC:jly

cc: Southern Pacific - Portland

bc: E. S. Hunter

H. S. Coulter
J. H. Versteeg
Adrian Olson
J. B. Boyd
C. O. Frederickson
J. W. Valentine

BURLINGTON NORTHERN

ENGINEERING DEPARTMENT
Portland Region

1101 N.W. Hoyt Street
P. O. Box 571
Portland, Oregon 97207
Telephone (503) 228-9111

June 5, 1973

NOTED
H. S. COULTER

Oregon State Highway Division
Utility Unit-Highway Building
Salem, Oregon 97310

Attention: Mr. J. E. Chidsey, P.E.
Railroad and Utility Engineer

Dear Mr. Chidsey:

I make reference to your letter of May 3rd to which was attached four prints of preliminary plans and sections on the Urban Renewal Development work proposed for the City of Salem in the area of Front Street. I have reviewed the plans and they appear that something definitely could be progressed along this line.

The plans certainly have merit and the Oregon Electric would be more than willing to cooperate with the City of Salem and the State Highway Department in the execution of such a plan, assuming there would be no financial liability to the Oregon Electric for the changes suggested. Possibly, we should get together for further discussion on such a plan as I believe there are possibilities whereby more joint use of trackage could be accomplished with the Southern Pacific Transportation Company and which in turn, would provide better conditions on the streets that the Southern Pacific now operate on. I am wondering what schedule you have set up for the redevelopment of Front Street as shown on the plans. Your comments would be appreciated.

Very truly yours,

H. F. Moy

H. F. MOY
Director, Engineering

HFM:pae

File: Salem-2F

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JUN - 6 1973
UTILITY UNIT

xc: E. S. Hunter
H. S. Coulter
J. H. Versteeg
Adrian Olson — Please give me the info in last sentence for transmission
J. B. Bond
C. G. Frederickson
J. W. Valentine

NOTED
J. E. CHIDSEY

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2.

OREGON STATE
HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

May 3, 1973

Southern Pacific Transportation Company
324 Union Station
Portland, OR 97209

Mr. E. A. Kendrew

Front Street Bypass
Central Salem Development Program
City of Salem
Marion County

Dear Sir:

Enclosed are four prints each of preliminary plans and sections on the Urban Renewal Development work proposed for the City of Salem in the area of Front Street. These prints consist of 1-inch to 50-foot plan, 1-inch to 100-foot plan, and one sheet of proposed Front Street typical section at Marion and Center Street Bridges on [illegible] feet.

This information is being supplied to you for your review and comments as to the practicability of our proposal. As you have time, please study this proposed work and give me your comments and suggested revisions to make this work compatible with your future operating plans in this area.

As further information is developed, it will be supplied to you.

Yours truly

J. E. Chidsey, P.E.
Railroad and Utility Engineer

JEC:jlv
Enc.

bc: H. S. Coulter
E. S. Hunter
J. H. Versteeg
Adrian Olson
J. B. Boyd
C. O. Frederickson
J. W. Valentine

COULTER

9101

OREGON STATE
HIGHWAY DIVISION
UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

May 3, 1973

Burlington/Northern Inc.
~~1101 NW~~ Hoyt ~~Street~~
Portland, OR 97207

Mr. H. F. Moy

Front Street Bypass
Central Salem Development Program
City of Salem
Marion County

Dear Sir:

Enclosed are four prints each of preliminary plans and sections on the Urban Renewal Development work proposed for the City of Salem in the area of Front Street. These prints consist of 1-inch to 50-foot plan, 1-inch to 100-foot plan, and one sheet of proposed Front Street typical sections at Marion and Center Street Bridges on 1-inch=20 feet.

This information is being supplied to you for your review and comments as to the practicability of our proposal. As you have time, please check this proposed work and give us your comments and suggested revisions to make this work compatible with your future operating plans in this area.

As further information is developed it will be supplied to you.

Yours truly,

J. E. Chidsey, P.E.
Railroad and Utility Engineer

NOTED
E. S. HUNTER

JEC:jly
Enc.

bc: E. S. Hunter
H. S. Coulter
J. H. Versteeg
Adrian Olson
J. B. Boyd
C. O. Frederickson
J. W. Valentine

7101

2

OREGON STATE HIGHWAY DIVISION
INTERDEPARTMENT CORRESPONDENCE
Salem, Oregon

RECEIVED
FEB 27 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE February 26, 1973

TO MEMORANDUM TO THE FILES

ADOlson

FROM A. D. Olson
Preliminary Design Engineer

SUBJECT Front Street Bypass
Central Salem Development Plan
City of Salem
Marion County

Reference is made to correspondence of February 12 (copy attached) and a meeting of February 20 (letter attached) in regard to the Front Street Bypass and the attendant ramps from the Center and Marion Street Bridges. These are as indicated on the Central Salem Development Program dated December, 1971, which was prepared for the Office of Community Development, Housing and Urban Renewal by a group of consulting architects, designers, planners and engineers.

A preliminary estimate for construction and structures is around $2,500,000. The right of way needed for the project would be approximately $4,000,000 which does not include taking of the contiguous areas indicated for redevelopment.

The area was mapped aerially in 1972, a preliminary design has been laid out and is being refined by the Preliminary Design Unit. A layout indicating tentative construction features, right of way, etc., should be available in a month so that this can be discussed with the City and Urban Renewal people.

It would appear that the EIS should be prepared by the Urban Renewal people to cover the overall changes proposed by their plan including this construction; however, if Highway is to prepare an Environmental Impact Statement, this will require approximately six months after the design is more or less firm.

Following the preparation of the EIS a public hearing would need to be held, a final EIS prepared and approved and design approval requested and approved before right of way purchase could be undertaken. This would require approximately eight months if everything went smoothly.

Acquisition of right of way may take as long as three years, considering the relocation problems which could exist, especially with the adjacent areas eliminated by the proposed redevelopment.

This would suggest a tentative timetable somewhat as follows, assuming no major changes, objections, etc.

Design and Draft EIS	October 1, 1973
Public Hearing	November 15, 1973
Final EIS prepared and approved, design approval requested and received	June 1, 1974
Purchase Right of Way and Relocation	June, 1977
Contract	June, 1977
Complete	Fall of 1978

The preparation of the EIS and its review and acceptance are highly variable as are the problems of right of way purchase and relocation. It may well be that greater time will be required in gaining acceptance of the project but hopefully acquisition of right of way might be accomplished in less time then indicated. This is our best guess at this time.

ADO:jh
Encl.
cc: E. S. Hunter ✓
J. B. Boyd
W. J. Hart
C. O. Fredrickson
Gary Potter
H. S. Cox

February 23, 1973

Mr. Morton Michelson
Planning and Development Supervisor
Community Development Housing Urban Renewal
City of Salem
Room 310, City Hall
Salem, Oregon 97301

Dear Mr. Michelson:

This letter is to set forth the points discussed in our meeting February 20 concerning the improvement of Front Avenue and construction of certain access ramps from Center and Marion Street bridges.

As I pointed out, the Highway Division has committed itself to the reconstruction of Front Avenue from its connecting intersection with Commercial Street in the vicinity of Trade, northerly to its planned point of rejoining with Commercial in the vicinity of D Street. The Highway Division will do the preliminary engineering, let the project contract and supervise the construction. It is expected that the necessary right of way for the roadway revision will be provided at no cost to the project by your agency.

There are many details which, during the progress of designing the project, will have to be worked out. One major problem will be negotiations with the Southern Pacific Railroad for relocation of their facilities. We would consider this as part of the right of way acquisition which your agency will be handling. We will, however, provide any necessary input to the finalizing of the relocation agreement.

It would appear, at this time, that our design for the project will be finished long before you are ready to purchase right of way. This being the case, I would assume that a joint hearing would be appropriate as the road construction is an integral part of the overall urban renewal project. It would also seem that your environmental impact statement for the entire project would cover all of the road work necessary to the project and would, therefore, be carried out by your agency. If this is in fact true we, of course, would be willing to provide the necessary input needed with regards to the roadway project which we will design.

I am sure these comments, some of which we did not cover in our conversation, will generate more questions in your mind. We will be happy to meet with you again at your convenience.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

ESH:jf

bc: F. B. Klaboe
A. E. Johnson
Frank Hall
L. F. George

Community Development
Housing
Urban Renewal
city of salem, oregon

RECEIVED
FEB 15 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

February 12, 1973

Mr. Ed Hunter
Assistant State Highway Engineer
State Highway Department
Highway Building
Salem, Oregon 97310

Dear Mr. Hunter:

This letter is pursuant to a January 29, 1973, meeting with Mr. Fred Klaboe regarding certain elements of state highway work within the boundaries of our Central Salem Development Plan area. Our primary concern is the State's intention to begin design work on the Marion-Center Street bridge ramps. Our agency's staff feels these ramps are directly related to the improvement of Front Street and the future Pringle Creek Parkway. As such, and knowing you will be heading this project, we would very much like to arrange a meeting between yourself and our staff to discuss future liaison and coordination of these projects.

In order to better organize such a meeting, please find our areas of concern described below:

- Funds committed to Marion-Center bridge ramp construction.

    Do these funds include improvements on Front Street? If so, how far would these improvements extend on Front, and what would be the nature of these improvements (i.e. right-of-way width and relocation of railroad tracks).

- Time schedule of State's work program concerning the survey, design, environmental impact statement, right-of-way acquisition and construction of bridge ramps and connections to Front Street.

Our need for this information is based upon the several Front Street property owners' desire to know whether or not they should continue to invest funds in buildings for rehabilitation, complete remodeling or new construction. Since the widening of Front Street and the approach ramps are critical factors for future decision making by these property owners, we feel that we need all the requested information as soon as possible. When we have obtained and analyzed the above requested information, we will then relay it to affected property owners so they may make intelligent investment decisions.

Another of our concerns relates to a February 8, 1973, editorial in the Oregon Statesman. This editorial suggested that the State and our staff pursue a model bike-way system for the southern portion of the City of Salem. We are anxious to discuss such a coordinated effort, especially as it relates to our project areas.

It is our feeling that inter-agency coordination is vital to the successful development of our project areas. Thus, we are looking forward to a close working relationship with your department. We will be contacting you in the near future to arrange a meeting.

Sincerely,

James A. Woodwell, Executive Director
Community Development, Housing & Urban Renewal

JAW:WB:jc

cc: Meredith Mills, Chairman
Robert S. Moore, City Manager

NOA The Commission confirmed the appointment of E. S. Hunter as Assistant State Highway Engineer, effective June 1, 1971, and thereupon adopted "Appointment Resolution No. 36" which resolution by this reference is made a part hereof and filed in the Secretary's Office.

9:45 D A delegation representing the Salem City Council appeared before the Commission concerning plans for the routing of traffic in the downtown core area of Salem. The following people were present, all from the City of Salem: Mayor Vern Miller, James Woodwell, Robert Moore, Leo Chaffin.

Mayor Vern Miller commented that the Urban Renewal Program being conducted in the downtown area involves construction of approaches to the two existing bridges across the Willamette. However, he said, the approaches will not satisfy the traffic demands for additional river crossings.

Mr. Moore stated that the downtown renewal plan has been under study for 8 or 9 years and it appears that plans are being evolved which will aid the retail core area. One of the primary recommendations in the plan is the construction of ramps on the bridges for temporary traffic relief. These ramps, he said, are planned to aid in the removal of north and south traffic from Liberty and Commercial Streets to Front Street.

Mr. Chaffin stated that the present traffic congestion in the core area is the principal reason for its decay. DeLeuw and Cather have made a study for revitalizing the core area and have recommended the Front Street plan with ramps on the Marion and Center Street bridges.

Chairman Jackson commented that revamping the bridge approaches will cost approximately $6,000,000. He inquired if the City is planning to do this first and to seek the new bridge later, and if the project is of such value as to justify the expenditure contemplated. He recalled that in the past, changes had been made in highway routing in some cities with little benefit to the core area and he mentioned one instance in which the rerouting had failed completely. The Commission would like to know with reasonable assurance if the proposed plan is justified.

Mayor Miller commented that lengthy studies indicate that the life of the core area depends on removal of traffic, and the proposed ramps will help a great deal but will not provide a final solution, which in his opinion, would require construction of another bridge.

Mr. Chaffin mentioned that since the plan has been crystalized, there has been a renewal of activity in the core area and the first part of the project is funded.

Mayor Miller emphasized that diversion of the core area traffic is the key to revitalization of the area. Chairman Jackson stated that the Commission will cooperate with the City in the plan and he inquired as to the timing for its implementation. Mr. Moore replied that planning is to be completed in 1972 and 1973 with construction contemplated in 1975.

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AUG 27 1971
FOR FILING

August 26, 1971

Mr. James A. Woodwell
Executive Director
Urban Renewal Agency
180 Liberty Street, S.E.
Salem, Oregon 97301

Dear Mr. Woodwell:

This is in response to your August 23 letter concerning the Central Salem Development program.

Your Highway Commission has been interested in this undertaking since its inception and particularly that phase which will tend to ease traffic congestion in the core area.

On June 22, 1971, the Highway Commission assured Mayor Miller and a delegation from Salem that they could expect Commission cooperation in the traffic features of the program. They were referring specifically to Front Street and to the bridge ramps. It was indicated at this meeting that 1975 was a rough target date for street and bridge construction. No positive financial commitment could be made except it was indicated that the total street and bridge program, including right-of-way, might be as much as $6 million. The precise funding would be a matter of agreement between the City and the Highway Commission after a detailed design has been developed and approved.

Effort has been made by the Highway Commission to have a Pine Street bridge included as part of the Interstate System. If such could be accomplished, funding would be available. It does not appear that this will be approved and we agree that a bridge at Market Street, or somewhere between Union and Market, has advantages over the Pine Street proposal. Recent traffic studies indicate that a bridge upstream from the Center Street bridge may offer even more traffic advantages than one downstream.

The Commission's indication of cooperation would, of course, in no way affect a Pine Street Bridge if such were part of the Interstate System. Any funds, however, that are committed to Front Street and the Center and Marion Street ramps would be in competition with a river crossing that would have to be financed from regular State or Federal-aid funds.

Very truly yours,

R. L. Porter
State Highway Engineer

RLP:fn

cc Tom Edwards
F. B. Klaboe
A. E. Johnson
Victor D. Wolfe
F. B. Crandall
H. S. Cox
F. L. Hall
J. B. Boyd

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Mr. Moore stated that the downtown renewal plan has been under study for 8 or 9 years and it appears that plans are being evolved which will aid the retail core area. One of the primary recommendations in the plan is the construction of ramps on the bridges for temporary traffic relief. These ramps, he said, are planned to aid in the removal of north and south traffic from Liberty and Commercial Streets to Front Street.

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Chairman Jackson commented that revamping the bridge approaches will cost approximately $6,000,000. He inquired if the City is planning to do this first and to seek the new bridge later, and if the project is of such value as to justify the expenditure contemplated. He recalled that in the past, changes had been made in highway routing in some cities with little benefit to the core area and he mentioned one instance in which the rerouting had failed completely. The Commission would like to know with reasonable assurance if the proposed plan is justified.

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Mr. Chaffin mentioned that since the plan has been crystalized, there has been a renewal of activity in the core area and the first part of the project is funded.

Mayor Miller emphasized that diversion of the core area traffic as the key to revitalization of the area. Chairman Jackson stated that the Commission will cooperate with the City in the plan and he inquired as to the timing for its implementation. Mr. Moore replied that planning is to be completed in 1972 and 1973 with construction contemplated in 1975.

Awards for 40 years of service were made by the Commission to the following employees: 10:00 D

A. L. Chapman, Senior Resident Construction Engineer in Grants Pass
Howard (Si) Cox, County-City Engineer in Salem.
W. Glenn Davidson, Section Maintenance Foreman at Sweet Home.
Charles S. Epperly, Heavy Equipment Mechanic in Salem. (not present)
James W. Leonard, Section Maintenance Foreman at Elgin. (not present)
Floyd A. Query, Commission Secretary in Salem.
Mitchel M. Stump, Senior Resident Construction Engineer in Pendleton.
Frank D. Morgan, Construction Engineer in Salem.

Chairman Jackson presented a 40 year pin to each man and expressed the Commission's appreciation for the service they have rendered the State.

Mr. Ralph Phillips and Mr. Irvin Lloyd representing the Federal Highway Administration presented to the Commission awards in the form of plaques for an outstanding structure and for an example of multiple use of highway right-of-way. A national first place award, Mr. Phillips said, has been given to Oregon for the viaduct carrying westbound lanes of Interstate Route 80N around Tooth Rock Mountain near Bonneville Dam in Multnomah County. This award comes under Subject III for an outstanding bridge, overpass, tunnel approach or other highway structural feature. 10:15 D

Under Subject VI for an outstanding example of multiple use of highway right-of-way, the entry which showed Esplanade, a riverfront park in downtown Portland on excess right-of-way of Interstate Route 5, he said, has been selected for a third place award. He complimented the Commission for the excellent engineering which produced these projects.

A delegation representing the McMinnville Chamber of Commerce and others came before the Commission regarding construction of a bypass or couplet for the Pacific Highway West in the City of Newberg, Yamhill County. The following peroplc were present: Tony Meeker (spokesman), Amity; J. H. Stanard, C. C. Meisel, G. Vincent, Dale Schumacher, Wm. Blum, McMinnville; Jack Nulsen, and Dick Hoy, Newberg. 10:30 D

State Representative Meeker, speaking in behalf of Yamhill County, pointed out that the last sizable construction project in the County was in 1961. Population since that time has increased greatly and a considerable number of new industries have been established, including the construction of mobile homes, Boise Cascade and others. However, the area at this time is in a depressed state and constructive action is needed concerning the highway route through Newberg. He pointed out that both cities, McMinnville and Newberg, are in favor of this project and it is considered as the number one priority. He mentioned the high volume of traffic during the spring and summer months, particularly on weekends, and that the present route through Newberg acts as a bottleneck. It appears that the best plan would be for construction of a bypass, but if funds are not available a couplet would help a great deal. He also mentioned that complaints have been received not only from the cities of McMinnville and Newberg, but also from residents of Portland, who are involved in the traffic tie ups.

DEVELOPMENT
RENEWAL **HOUSING**

August 23, 1971

Mr. Rod Porter
State Highway Engineer
State of Oregon
Administration Building
Salem, Oregon

Dear Rod:

We are presently taking steps to wrap up the downtown urban renewal study (Central Salem Development Program). Because your Department has had such an important role in the overall planning process, I would appreciate an excerpt or letter from you that we may include in our report.

The letter should generally refer to the cooperation that has existed between our Agency and the State Highway Department. Further, you might indicate the Highway Commission's general support of our Front Street bypass and bridge ramps. General financial timing and amounts should be included along with your stipulation that the project "shall be a part of an overall urban renewal program."

One of the major concerns that citizens keep discussing is their fear that financing for the bridge ramps will delay or "put off" the financing of an additional river crossing at Pine Street. If you could set the record straight that this is "not the case" it would be greatly appreciated.

On the issue of additional river crossings we may be able to assist your department in gaining attention toward other sites than those described in the Salem Area Transportation Study. For example, our economic reports on the downtown study have clearly indicated that a bridge crossing in the vicinity of Market Street would be more advantageous to downtown businesses than a Pine Street Bridge.

In another study, called the North Salem N.D.P., we may again be able to focus attention on the Market Street crossing. Although the Pine Street crossing answers the regional traffic flow situation more efficiently, we recognize that it's impractical to lose sight of so called cost/benefit ratios. These are the inherent trade offs that will occur in any major project and need to be studied in detail.

PHONE 585-1653 or 581-5123, Ext. 17 • 180 LIBERTY STREET S.E. • SALEM, OREGON 97301

Hopefully we can work together toward a common goal of inter-governmental cooperation. If you have any questions please feel free to call me at your convenience. We would appreciate receiving the letter by August 30, so that we may include it in our final report.

Very truly yours,

James A. Woodwell
Executive Director
Urban Renewal Agency

RRS:sle

RECEIVED
JUL 1 - 1971
FOR FILING

June 30, 1971

Mr. James A. Woodwell
Executive Director
Urban Renewal Agency, City of Salem
180 Liberty Street, S. E.
Salem, Oregon 97301

4164

Dear Mr. Woodwell:

Thank you for your nice letter concerning the Central Salem Development Program.

On the matter of railroad relocation, you might wish to talk to Mr. T. W. Litchfield, whose telephone number is 378-6511 and who represents this Division in most of our dealings with the various railroads.

If, after talking to Mr. Litchfield, you wish to discuss the matter further with any of the Administrative Staff, please feel free to do so.

Very truly yours,

R. L. Porter
State Highway Engineer

RLP:er

cc: Tom Edwards
F. B. Klaboe/enc.
V. D. Wolfe
T. W. Litchfield
H. S. Cox

DEVELOPMENT
[illegible]

RENEWAL
URBAN RENEWAL AGENCY

HOUSING
HOUSING AUTHORITY

OF THE CITY OF SALEM OREGON

June 23, 1971

Mr. Rod Porter
State Highway Engineer
State Highway Commission
State of Oregon
Salem, Oregon

Dear Mr. Porter:

I am unduly impressed by the manner in which your department has cooperated in the planning effort of the Central Salem Development Program. Only through a highly coordinated effort can we begin to cut through the roadblocks that thwart and stall programs of this nature.

Along the lines of coordination I am enclosing copies of two letters we recently mailed to Southern Pacific Company and the Burlington Northern Railraod. I believe your department has had more experience with railroad relocation and we would appreciate some guidance in this area. Our first project will involve railroad relocation in the Trade Street vicinity, and we do not want to establish a precedent that would be difficult to live with when its time to relocate the Front Street line.

I appreciated the opportunity to meet with you and the Highway Commission Tuesday. I can only say that experience with highway departments I have worked with in other states in no way approaches the level of professional expertise found here in Salem.

If you have any questions please feel free to call me at your convenience.

Very truly yours

James A. Woodwell
Executive Director
Urban Renewal Agency

RECEIVED
JUN 23 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RS:sle

cc: Mr. Robert Moore, City Manager
Mr. Leo E. Chaffin, Chairman C.A.C.

PHONE 585-1653 or 581-5123, Ext. 17 • 180 LIBERTY STREET S.E. • SALEM, OREGON 97301

Oregon Statesman

FOUNDED 1851

SALEM, OREGON, Wednesday, June 23, 1971

Salem's Bridge Traffic Plans Liked by State

The State Highway Commission appears ready to help Salem's downtown urban renewal program to the tune of about $6 million to move traffic.

Mayor Vern W. Miller appeared before the commission Tuesday to explain the Central Salem Development Plan (CSDP), which calls for developing Front Street for through traffic with ramps to the Willamette River Bridges.

The project, which wouldn't start until 1975, is "short term" though, Miller warned, and doesn't lessen the community's need for an additional bridge.

Glenn Jackson, commission chairman, said that before the commission provides money for the Front Street project, it wants assurance that the city will proceed with urban renewal.

Miller and Leo Chaffin, chairman of the CSDP Citizen Committee, City Manager Robert S. Moore and Urban Renewal Director James Woodwell gave the commission this assurance.

Chaffin pointed out that one project in the CSDP area, Pringle Creek, is already federally funded and the city is applying for planning funds for the Front Street project.

The ramping of the Center and Marion Street bridges, widening of Front Street for through north-south traffic and property acquisition would cost an estimated $6.4 million, most of this coming from the state, City Manager Moore said.

June 23, 1971

Mr. A. W. Kilborn
Superintendent
Southern Pacific Company
Union Station
Portland, Oregon

Dear Mr. Kilborn:

You may recall that Rodney Stubbs, Project Coordinator for the Central Salem Development Program, and Mr. Leo E. Chaffin, Chairman of the Citizens Advisory Committee met with you and your staff last November. The purpose of the meeting was to discuss your company's branch line which traverses Trade and Front Streets here in the City of Salem.

At that time we discussed our proposal of relocating the Burlington Northern mainline to the west side of a widened Front Street. This proposal would allow for Front Street to carry upwards to 35,000 vehicles per day through a $6 million highway expansion program. It would also allow a safer movement of trains through the Front Street Area.

The Front Street proposal would necessitate the joint use of the Burlington Northern mainline and the Southern Pacific branchline as you concurred during our preliminary discussions last November. Our timetable for implementing these proposals was based on our discussions with your company last November.

	Fiscal	Year	1972-73
Preliminary Planning & Engineering	"	"	1973-74
Acquisition Begins	"	"	1974-75
Railroad Relocation	"	"	1975-76
Bridge and Street Construction			

As you will recall there was a strong upwelling of public sentiment on removing Southern Pacific's branch line from the Trade Street right-of-way. Our studies, however, indicated that this was not a feasible recommendation at this time. However, like Front Street, we will be upgrading Trade Street as a part of the City's urban arterial program so that it will carry 15,000 vehicles per day.

Again, this will necessitate relocating the Southern Pacific branch line to the south of its present location between Commercial and Winter

Street SE. The timetable for this project corresponds with development along Front Street in the following manner.

Preliminary Planning & Design	Fiscal	Year	1971-72
Final Design	"	"	1972-73
Railroad Relocation	"	"	1973-74
Street Construction	"	"	1974-75

In addition to these railroad relocation projects, it would appear that we may need to acquire Southern Pacific property in the vicinity of Boise Cascade north of Trade Street between Commercial and Front Street. These properties are needed to put the Front Street connecting route between the newly realigned Front Street and the rebuilt Trade Street.

I would appreicate your review of this time schedule as it relates to your Capital Improvement Program. We would like to follow this with a meeting to ensure that we are in agreement with the proposals and concepts stated herein.

If you have any questions, please feel free to call me or Mr. Rodney Stubbs at your convenience (585-1653). We will be prepared to discuss budgetary implications on the Trade Street proposal sometime within the next 90 days. We however, are not in a position to begin discussions on Front Street at this time. I would like to take this opportunity to thank you and your staff for the amount of cooperation we have received in coordinating this major public improvement project.

Very truly yours,

James A. Woodwell
Executive Director
Urban Renewal Agency

RS:sle

cc: Mr. H.S. Westergard, Burlington Northern
Mr. F. S. Barlow Jr., Burlington Northern
Mr. W. R. Johnstone, Southern Pacific
Mr. Rod Porter, State Highway Engineer
Mr. Robert Moore, City of Salem
Mr. Leo E. Chaffin, C.A.C.

June 23, 1971

Mr. N. S. Westergard
Regional Vice President
Portland Region
Burlington Northern Railroad
American Bank Building
621 S.W. Morrison
Portland, Oregon 97204

Dear Mr. Westergard:

You may recall that Rodney Stubbs, Project Coordinator for the Central Salem Development Program, and Mr. Leo E. Chaffin, Chairman of the Citizens Advisory Committee met with you and your staff last November. The purpose of the meeting was to discuss your company's mainline which traverses Front Street here in the City of Salem.

At that time we discussed our proposal of relocating the railroad line to the east of the existing Front Street right-of-way to allow for the movement of your trains without conflicting with automotive movement. (See attached map) As you know, we are upgrading the Front Street bypass to carry up to 35,000 cars per day.

This proposal would call for the joint use of the B.N. mainline by your company and Southern Pacific Company between Trade Street and the Union Street railroad bridge. In addition, this proposal would necessitate the relocation of your team track facilities presently located between Chemeketa and Center Streets to a site of your choice in the Salem area.

To further coordinate this project, we have made a presentation before the State Highway Commission. A copy of our letter and a newspaper article concerning this issue is enclosed for your information. The Commission feels that our proposed timetable is reasonable. The timetable was based in part on the discussions with your company last November.

Preliminary Planning and Engineering	Fiscal Year	1972-73
Acquisition Begins (State Highway Department/Urban Renewal Agency)		1973-74
Railroad Relocation (State Highway Dept., URA, BN, SPRR, City of Salem)	' "	1974-75

Bridge and Street Construction
(State Highway Department) " " 1975-76

Would you please review this time schedule as it relates to your Capital Improvement Programs. We would like to follow this with a meeting to ensure that we are in agreement with the proposals and concepts stated previously.

We are not at this time prepared to discuss budgets, cost sharing or relocation benefits as they pertain to this project. We feel this may be premature at this time. I suggest we wait until the preliminary engineering estimates are complete, however I would appreciate your thoughts on this issue. We will also know what our budget requirements will be as they pertain to this project and will be able to assist you in more accurately determining your budget impact.

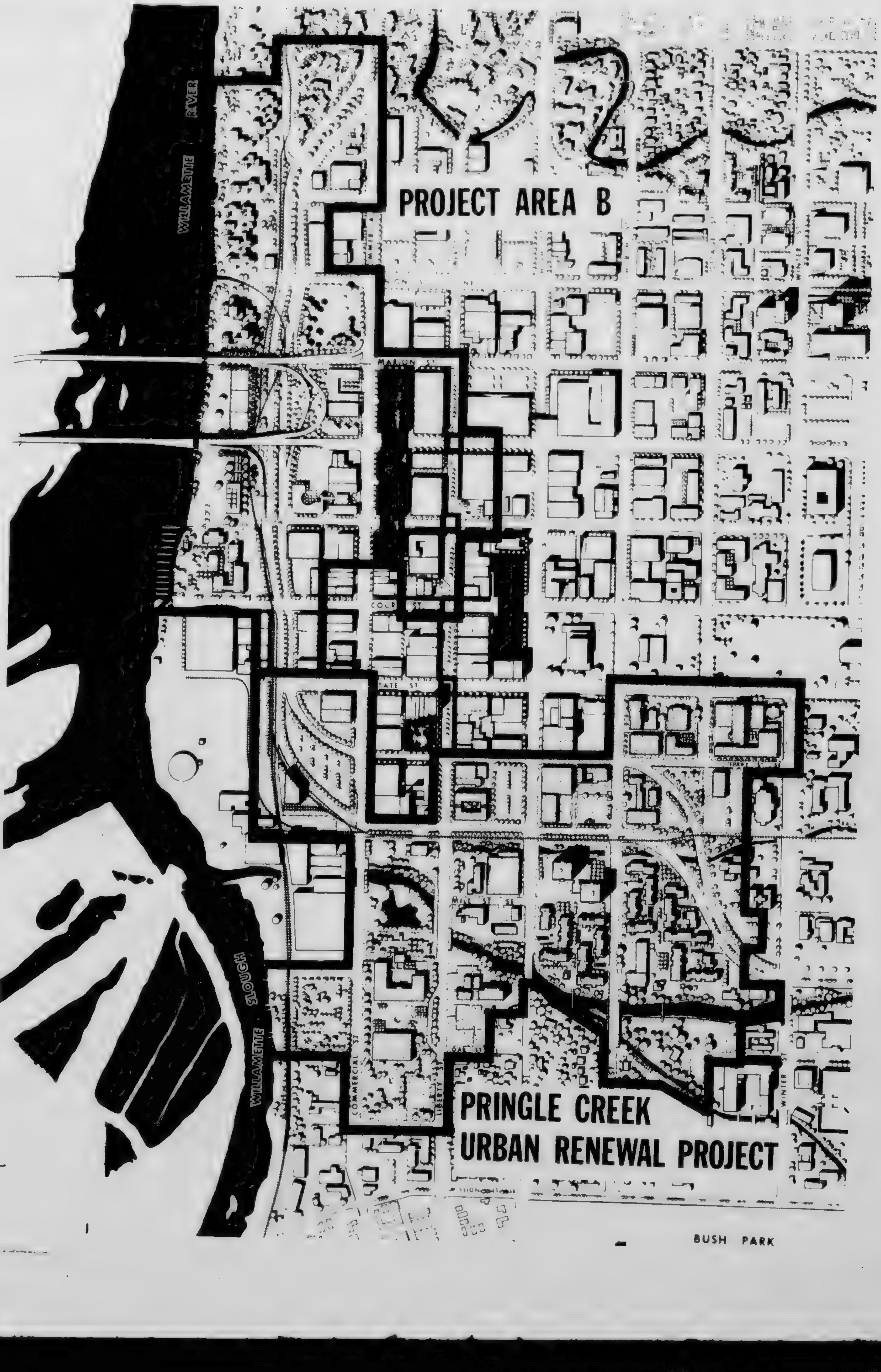
If you have any questions, please feel free to call me or Mr. Rodney Stubbs at your convenience (585-1653). I would like to take this opportunity to thank you and your staff for the amount of cooperation we have received in coordinating this major public improvement project.

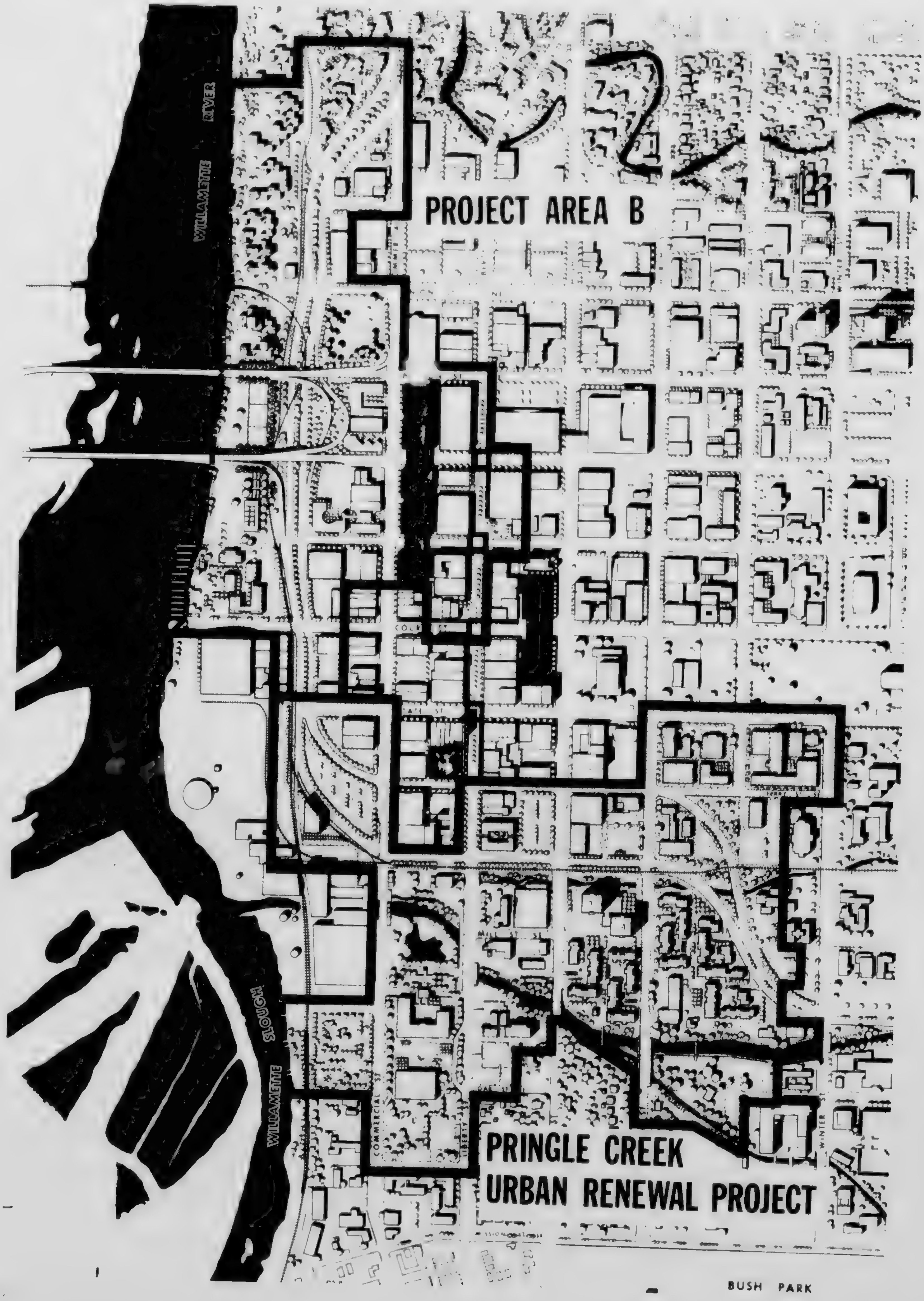
Very truly yours,

James A. Woodwell
Executive Director
Urban Renewal Agency

RS:ale

cc: Mr. F. S. Barlow Jr., Burlington Northern, Portland
Mr. A. W. Kilborn, Southern Pacific, Portland
Mr. W. R. Johnstone, Southern Pacific, Salem
Mr. Rod Porter, State of Oregon
Mr. Robert Moore, City Manager, Salem
Mr. Leo R. Chaffin, C.A.C.


PROJECT AREA B
WILLAMETTE RIVER
MARION ST
COURT ST
STATE ST
WILLAMETTE SLOUGH
COMMERCIAL ST
LIBERTY ST
WINTER ST
PRINGLE CREEK
URBAN RENEWAL PROJECT
BUSH PARK


PROJECT AREA B
WILLAMETTE RIVER
WILLAMETTE SLOUGH
COMMERCIAL
LIBERTY
WINTER
PRINGLE CREEK
URBAN RENEWAL PROJECT
BUSH PARK

June 21, 1971

Mr. Rod Porter
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Porter:

We are looking forward to working with your department in the implementation of the Pringle Creek and Riverpark Urban Renewal Projects. Through close coordination we should be able to accomplish a great deal toward relieving the traffic congestion in downtown Salem.

To accomplish these ends we would like to have the entire Front Street facility designed and engineered as a part of the State Highway System (Area marked in red on attached map). The northern part where a connector traverses from Front to Commercial Street will need to be closely reviewed pending the decision relating to a bridge at Market Street.

We have discussed the relocation of Southern Pacific and Burlington Northern Railroads with those companies. Burlington Northern is the key system, because the Front Street railroad is a part of their main line. In preliminary discussions with Mr. N. S. Westergard, Vice President of their Northwest Division, we were able to determine that railroad relocation could be budgeted some time after the 1973-74 Fiscal Year.

We anticipate having our Riverpark Urban Renewal Application funded sometime in the 1972-73 Fiscal Year. This would provide funds for the implementation of a renewal plan for that area. If your department could begin planning and preliminary engineering by this date, we could coordinate all of the budgets involved to maximize our ability to carry forward the Front Street Project. With this in mind, I suggest we aim for a construction beginning date of 1975.

If any one of your staff needs further information in regards to this project, please contact Mr. Rodney R. Stubbs, Renewal Coordinator. If you have any questions please feel free to call me at your convenience.

Very truly yours,

James A. Woodwell
Executive Director
Urban Renewal Agency

Enclosure: Maps CSDP
RS:sle

36169

Salem

NOA The Commission confirmed the appointment of S. Hunter as Assistant State Highway Engineer, effective June 1, 1971, and thereupon adopted "Appointment Resolution No. 36" which resolution by this reference is made a part hereof and filed in the Secretary's Office.

9:45
D A delegation representing the Salem City Council appeared before the Commission concerning plans for the routing of traffic in the downtown core area of Salem. The following people were present, all from the City of Salem: Mayor Vern Miller, James Woodwell, Robert Moore, Leo Chaffin.

Mayor Vern Miller commented that the Urban Renewal Program being conducted in the downtown area involves construction of approaches to the two existing bridges across the Willamette. However, he said, the approaches will not satisfy the traffic demands for additional river crossings.

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June 22, 1971

Hwy. Comm.
ACTION

RECEIVED
COUNTY & CITY SECTION
9 1971

RECEIVED
JUN 22 1971
FOR FILING

DEPARTMENT SHEETS

Front Street Section
Salem Development Plan
("D" street – Trade St.)

6/21/71

626,150

3,905,000

Rounded

G & P	1,000,000
Structure	1,600,000
R/W	3,900,000
	$ 6,520,000

430PM 6-21-71

Transmitted to Van Wormer this date

Pete
cc Eder.

1980 Division St. NE Trade St. 9101
SE (Salem) Sec. of FAU Rt. 1705
LAWSUIT: ARGO HOTEL vs STATE OF OREGON

Smead
No. 2K2-152-5L-1
HASTINGS, MN
LOS ANGELES-CHICAGO-LOGAN, OH
McGREGOR, TX-LOCUST GROVE, GA
U.S.A.

DAVE FROHNMAYER
ATTORNEY GENERAL

STANTON F. LONG
DEPUTY ATTORNEY GENERAL

1859

DEPARTMENT OF JUSTICE
APPELLATE DIVISION
100 State Office Building
Salem, Oregon 97310
Telephone: (503) 378-4402

February 18, 1983

Fred Miller
Department of Transporation
135 Transportation Bldg
Salem, Oregon 97310

Re: Argo Investment Corp/Pioneer Trust Co. v. State
CA A26001 and A26002

Greetings:

The above-entitled matter has been assigned to Virginia Linder for preparation of the respondent's brief. The brief is currently due to be filed in the Court of Appeals on March 10, 1983. Inquiries regarding the status of this case should be addressed directly to Ms. Linder.

For your information, a copy of the appellant's brief in this case is enclosed.

Yours very truly,

William

William F. Gary
Solicitor General

WFG:vlh

cc: Jack Sollis

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
FEB 23 '83
REFER TO
FOR

Info	Invs	R/D	D R	Sign	Act	File

RB/3-10 Virginia Linder

IN THE COURT OF APPEALS OF THE STATE OF OREGON

ARGO INVESTMENT CORP., an Oregon corporation, Plaintiff-Appellant, vs. THE STATE OF OREGON, by and through its DEPARTMENT OF TRANSPORTATION, and THE CITY OF SALEM, a municipal corporation, Defendants-Respondents.	Trial Court No. 125517 Appellate Court No. A26001
PIONEER TRUST COMPANY, an Oregon corporation, in its capacity as trustee under the Last Will and Testament of T. B. Jones, Deceased, Plaintiff-Appellant, vs. THE STATE OF OREGON, by and through its DEPARTMENT OF TRANSPORTATION, and THE CITY OF SALEM, a municipal corporation, Defendants-Respondents.	Trial Court No. 125518 Appellate Court No. A26002

APPELLANTS' BRIEF AND ABSTRACT OF RECORD

Appeal from the Judgment of Dismissal of the
Circuit Court for Marion County;
Honorable Rodney W. Miller, Judge Pro Tem

RHOTEN, RHOTEN & SPEERSTRA
A. B. CUMMINS, JR., OSB #66032
GEO. A. RHOTEN, OSB #27027
300 Pioneer Trust Building
Salem, Oregon 97301
Telephone: 364-6733
Attorneys for Appellants

WILLIAM F. GARY
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OSB #77032
100 State Office Building
Salem, Oregon 97310
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Attorney for Respondents
State of Oregon

DAVID DeMARTINO
Assistant City Attorney
City Hall, 555 Liberty St. S.E.
Salem, Oregon 97301
OSB #65035
Telephone: 588-6341
Attorney for Respondents City of Salem

INDEX

APPELLANTS' BRIEF AND ABSTRACT OF RECORD

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1. Nature of the Action and Relief Sought 1
2. Nature of Judgment To Be Reviewed 1
3. Basis of Appellate Jurisdiction 2
4. Question on Appeal 2
5. Summary of Arguments 2
6. Summary of Facts 3

ASSIGNMENT OF ERROR NO. 1. 6

The court erred in holding the State not liable to the plaintiffs for the closure of Center Street at Front Street under ORS 373.060.

Argument 6

ASSIGNMENT OF ERROR NO. 2........................... 9

As to the City, the court erred in holding that the closure of Center Street at Front Street was not a compensable taking.

Argument 9

CONCLUSION 11

APPELLANTS' ABSTRACT OF RECORD

COMPLAINTS A-1
ANSWER (State of Oregon) A-1
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Front Street, After Completion of Bypass Construction App-2

CASES

Boese v. City of Salem, 40 Or App 381, 595 P2d 822 (1979) 3,10,11

CONSTITUTIONAL AND STATUTORY PROVISIONS

ORS 19.010 2
ORS 373.010 7
ORS 373.050 3,6,7,12
ORS 373.060 3,6,7,12

Oregon Constitution, Art. I, Sec. 18 11

APPELLANTS' BRIEF

STATEMENT OF THE CASE

1. Nature of the Action and Relief Sought.

These are inverse condemnation actions against defendants City of Salem (hereinafter referred to as City) and State of Oregon, Department of Transportation (hereinafter referred to as State), alleging that plaintiffs' respective real properties were diminished in value by the closing of Center Street N.E. at Front Street N.E. in the City of Salem, Oregon, and that said street closure was a compensable taking of plaintiffs' properties.

The plaintiffs herein shall be hereafter designated as plaintiffs or plaintiff Argo and plaintiff Pioneer.

Plaintiffs seek a reversal of the Judgments of Dismissal herein and a remand in each case to the trial court for a determination of just compensation.

2. Nature of Judgments To Be Reviewed.

Judgments of Dismissal were entered herein on September 6, 1982 (Pioneer) and September 15, 1982 (Argo) after a trial to the court without a jury.

3. Basis of Appellate Jurisdiction.

The basis of appellate jurisdiction herein is ORS 19.010(2)(a).

The appealable orders are the Judgments of Dismissal dated September 6, 1982 and September 15, 1982 respectively.

The Notices of Appeal herein were filed and served on September 29, 1982.

These causes were consolidated for trial and have been consolidated for purposes of appeal by Order of this court dated January 6, 1983.

4. Question on Appeal.

Whether or not the closure of Center Street N.E. at Front Street N.E. amounts to a taking of plaintiffs' properties entitling each of them to just compensation from either the City or the State or both.

5. Summary of Arguments.

Within the context of their joint venture, the defendants caused the closure of a city street at its intersection with a city street designated to become a part of the state highway system.

This street closure is as much a taking of property rights of the plaintiffs as if there had been an actual confiscation of land.

The defendant State is required to pay compensation for plaintiffs' losses despite the absence of a formal resolution from the Transportation Commission because there has been a de facto resolution apparent from its actions and all other requirements of ORS 373.050 and 373.060 have been met.

To require strict compliance with the formal resolution procedure yet to come, would prejudice plaintiffs as they would not be in a position to file complaints within the six months period following the actual closure. Thus, plaintiffs' claims would be barred.

The defendant City cannot hide behind its police power and deny a compensable taking when, using the logic of the Boese v. City of Salem, 40 Or App 381, 595 P2d 822 (1979) case, fair consideration is given to the principal purpose for which the properties are utilized.

6. Summary of Facts.

The street closure which is the subject of these actions actually occurred on October 9, 1980.

The street closure was part of a joint venture between the City and the State in support of the Front Street By-Pass project and the reconstruction of Center Street Bridge ramps.

State Highway Route 99E was agreed between the defendants to be relocated over Front Street within the City of Salem. This decision was made as early as June 12, 1974. (Exs 21,22).

A written agreement between the defendants materialized in 1977, called the 99E Redesignation Agreement covering the rerouting and detailing jurisdiction changes and responsibilities between the parties thereto. (Ex 16).

At such time as the construction of the Front Street By-Pass was completed and deemed adequate for traffic, the Transportation Commission of the State intended to complete the appropriate routine action to effect the redesignation of the highway to primary status in the State Highway System. (Exs 16,24,25,26,28,36).

A Construction-Finance Agreement, Interstate Transfer Project, dated October 26, 1979, and approved by the defendants and Marion County, provided for the accomplishment of the Front Street By-Pass project. (Ex 19).

The preliminary and final plans for the Front Street By-Pass Project were engineered and drawn by defendant State. The defendant City reviewed and approved these plans. (Ex I). The final design plans for the Center Street Bridge project call for the permanent closure of Center Street at its intersection with Front Street. (Ex 34)

The defendant State had full responsibility for arranging the financing for the project, letting the project contract and supervising the construction to assure it meets appropriate State standards for inclusion in its primary highway system. (Ex 16). Defendant City assigned an engineer from its staff for liaison purposes. (Tr 181).

The financing of the project was primarily from federal sources, and any balance was made up from City and County funds. (Tr 185-186).

The Front Street By-Pass project is contemplated as part of the Central Salem Development Plan, but the role of the defendant State did not become clear until the execution of the 99E Redesignation Agreement in 1977.

No formal resolution had been passed by the Transportation Commission of the State of Oregon to close Center Street at Front Street or to redesignate Front Street to State Highway 99E at the time of the street closure or at the time these actions were filed.

The real property of plaintiff Argo is bounded by Front Street on the west, Center Street on the north and an alley on the east. Plaintiff Argo also has a separated lot which is bordered on the west by Front Street and on the east by said alley, but does not abut Center Street. These properties are within 300' of the street closure.

The real property of plaintiff Pioneer is bounded on the west by an alley, Center Street on the north and Commercial Street on the east.

Due to the street closure, traffic cannot enter Center Street from Front Street, or reach Front Street via Center Street. Otherwise no access was interrupted to or access controls imposed on plaintiffs' properties.

The diagrams appended herein as App-1 and App-2 demonstrate the intersection of Center and Front Streets before and after the closure of Center Street respectively.

ASSIGNMENT OF ERROR NO. 1

The court erred in holding the State not liable to the plaintiffs for the closure of Center Street at Front Street under ORS 373.060.

Argument

Plaintiffs maintain that ORS 373.050 and ORS 373.060 entitle them to compensation from the State for the diminished value of their respective properties by virtue of the closing of Center Street at its intersection with Front Street in the City of Salem.

ORS 373.060(1) provides that the State may be liable for compensation or damages for a street closing. The statutory language is as follows:

> "If by the closing of any street as provided in ORS 373.050, real property abutting on the intersected street between the point of intersection and the next street, but in no event beyond a point 300 feet from the point of intersection, is damaged, any person having any right, title or interest in any such real property has a cause of action against the state to enforce payment of such compensation or damages."

There is no issue that each plaintiff herein has a "right, title or interest in...real property" within 300 feet from the point of said intersection. ORS 373.060(1).

ORS 373.050 states additional conditions precedent to a cause of action under ORS 373.060. The conditions are:

1. The Department of Transportation must, pursuant to ORS 373.010, select and designate streets over which to route a state highway within an incorporated city.

2. There must be a formal agreement with the municipal authorities set out in a resolution or ordinance of the city.

3. The Department of Transportation by resolution must find and declare that the closing of the street at the point of intersection is necessary in order to provide safety for the general public or will contribute to a more expeditious and orderly movement of traffic or both.

ORS 373.060(4) states that:

> "any cause of action granted by this section is barred unless it is commenced within six months after the street is closed and entrance from the street to the state highway or intersecting street is physically barred."

All agree the street was closed on October 9, 1980.

The State was committed to the rerouting of 99E in Salem as early as 1974 and evidenced by the memo of July 13, 1974 (Ex 22). The memo points out that:

> "An agreement between the Highway Division and the City covering the rerouting and detailing jurisdiction changes and responsibilities would need to be executed."

The memo further stated that:

> "At such time as the new route is deemed adequate for traffic, Oregon 99E can be so routed by Transportation Commission actions and presuming City concurrence, no hearing is required."

Thereafter, the "99E Redesignation Agreement" came into being calling for the ultimate redesignation of Front Street among others to "Pacific Highway East, State Primary Highway No. 1E" and

> "For the purpose of furthering the development of a highway system adapted to the needs of the people of the State of Oregon, and for the safe and expeditious flow of traffic." (Ex 16)

This agreement was approved formally by the State and the affected municipality, the City, as indicated by the signatures thereon.

Subsequently the State, with ongoing contact with the City, engineered and designed the preliminary and final plans for the reconstruction of the Front Street By-Pass, including the bridge ramps for the Center Street bridge across the Willamette River, which plans were approved by the municipality.

The plans called for the permanent closure of Center Street at Front Street.

The trial judge found that:

> "The State of Oregon...selected and designated Salem streets, over which, State Highway 99E was routed."

However, the trial judge also found that:

> "Front Street, at the intersection of Center, through the time of trial, had not been designated as a state highway within a city."

Presumedly the record lacked the formal resolution by the Transportation Commission.

Plaintiffs maintain that the actions by the Transportation Commission and the State generally constitute a "de facto" resolution. To hold otherwise would work substantial prejudice to the plaintiffs in that their actions must be commenced within six months of the closure or be barred.

The trial judge's decision would seem to indicate that all the other conditions or requirements of the statutory cause of action are satisfied.

ASSIGNMENT OF ERROR NO. 2

As to the City, the court erred in holding that the closure of Center Street at Front Street was not a compensable taking.

Argument

The trial judge found that the street closure (the Center and Front Street's easterly intersection) was "not a compensable taking," and therefore must have been a valid exercise of its police power.

It seems clear that generally damages resulting from the valid exercise of the police power are not compensable.

As stated in various documents, the reconstruction of the Front Street By-Pass was a "joint venture" between the defendants. From the "Construction-Finance Agreement" between the several governmental bodies, it is obvious the State had plenary authority in keeping with its intent to incorporate the finished project into the primary highway system of the State.

It is clear that traffic flow to the subject properties has been impaired by the closing of Center Street.

Plaintiffs maintain that the highest and best use and the actual use of their properties, is for business purposes. For this reason, and especially in view of the one-way character of Front Street on its East side, a circular traffic pattern is critical to the highest and best use of the plaintiffs' properties, particularly so for plaintiff Argo's property which is used as a gasoline service station and for parking.

The case of Boese v. City of Salem, 40 Or App 381, 595 P2d 822 (1979) is relied upon by the defendants. It is distinquishable on its facts, because it involved residential rental property, and plaintiffs' cases involve business, service and retail, property in a key downtown location.

From the language of Boese, it is obvious that "the principal purpose for which the property is utilized" is critical to the determination of whether or not there is a compensable taking in this case as to the defendant City.

Plaintiffs maintain that the action of the City in concert with the State and in furtherance of their joint venture constitutes a substantial interference with plaintiffs' present use of their properties, and as such should be found to be a compensable taking, and not a mere exercise of police power.

CONCLUSION

Article I, Section 18, of the Oregon Constitution provides that private property shall not be taken for public use without just compensation.

Private property includes the loss of rights of access.

Plaintiffs intend to present evidence of the diminished value of their properties due to the closure of Center Street at its intersection with Front Street.

Both defendants mandated the street closure; perhaps for different reasons. Nevertheless, the defendants cannot hide from their constitutional responsibility to pay just compensation by pointing their fingers at each other.

The defendant State cannot prevail on the premise of "no formal resolution" and force plaintiffs to wait for the same and be barred by the six months limitation. Such a Catch-22 situation certainly was never contemplated by ORS 373.050 or 373.060.

These cases should be remanded to the trial court for further hearing on damages and just compensation.

Respectfully submitted,

RHOTEN, RHOTEN & SPEERSTRA
A. B. CUMMINS, JR.
GEO. A. RHOTEN

Attorneys for Plaintiffs-Appellants

APPELLANTS' ABSTRACT OF RECORD

On or about March 17, 1981, plaintiffs filed in Circuit Court of Marion County

COMPLAINTS

stating their claims as follows in pertinent part:

> "...Less than six months before the commencement of this action, the defendants closed and dead-ended the western end of Center Street at the point of intersection of Front and Center Streets and at the eastern edge of the intersection (in the City of Salem, Marion County, Oregon). Since that time and by reason of the closing, vehicles have been and now are unable to pass from Center Street in the area between Blocks 50 and 51 onto Front Street and vehicles have been prevented from passing from Front Street directly onto that portion of Center Street which lies between Blocks 50 and 51...
>
> The aforesaid closing and dead-ending of Center Street...constitutes a taking by the defendants of private property for public use. By the taking plaintiff has become entitled to and is entitled to just compensation for the taking in said sum.
>
> WHEREFORE, the plaintiff(s) asks judgment against the defendants...just compensation and damages...costs and disbursements... reasonable attorneys' fees and reasonable expenses (including costs of appraisals and fees for experts)..."

On or about August 5, 1981 defendant State of Oregon filed its

ANSWER

generally denying that there has been a taking and that plaintiffs are entitled to any compensation, and further that

> "DEFENDANT STATE OF OREGON FOR ITS FIRST AFFIRMATIVE DEFENSE ALLEGES: (to the Complaint filed by Pioneer Trust Company)
>
> "VII
>
> "That defendant State of Oregon has no jurisdiction, control or authority over Front Street or Center Street which are city streets. Specifically this defendant had no authority to close Center Street where it intersected Front Street.
>
> "VIII
>
> "That the defendant State of Oregon through its Department of Transportation has not designated Front Street as the route of a state highway.
>
> "IX
>
> "Defendant State of Oregon did not request that the City of Salem close Center Street at the point of its intersection with Front Street.
>
> "FOR ITS SECOND AFFIRMATIVE DEFENSE DEFENDANT STATE OF OREGON ALLEGES:
>
> "X
>
> "At all times herein material the City of Salem had jurisdiction and control over Front Street and over Center Street, including police powers over said city streets.
>
> "XI
>
> "The closing of Center Street at Front Street was an exercise of the police power of the City of Salem for the convenience, welfare and safety of the users of Front Street."

Specifically as to plaintiff Pioneer Trust Company, it was alleged as part of defendant's second affirmative defense as follows:

> "XII
>
> "That the property owned by plaintiff before and after the said closing of Center Street had full, complete and adequate direct access to public streets as follows:
>
> "(1) The property located in Block 51 had access to N.E. Commercial Street, N.E. Center Street and to a public alley along its westerly boundary,
>
> "(2) Lots 1 and 2, Block 50 had access to N.E. Commercial Street, N.E. Center Street and to a public alley along its westerly boundary, and
>
> "(3) A portion of plaintiff's property located in Lot 7, Block 50 had access to N.E. Front Street and to a public alley along its easterly boundary.
>
> "FOR ITS THIRD AFFIRMATIVE DEFENSE DEFENDANT STATE OF OREGON ALLEGES:
>
> "XIII
>
> "Plaintiff's real property located in Block 51 does not share a common use with plaintiff's property located in Block 50 and plaintiff's property located in Lot 7, Block 50 does not share a common use with plaintiff's property located in Lots 1 and 2, Block 50.
>
> "XIV
>
> "Plaintiff's property located in Lot 7, Block 50 does not abut Center Street."

Specifically as to plaintiff Argo Investment Corp., it was alleged as a third affirmative defense by this defendant as follows:

> "FOR ITS THIRD AFFIRMATIVE DEFENSE DEFENDANT STATE OF OREGON ALLEGES:
>
> "XIII
>
> "That plaintiff's real property before and after the said closing of Center Street had full, complete and adequate direct access to public streets as follows:
>
> "(1) Plaintiff's real property in Lot 8, Block 50 had access to N.E. Front Street, N.E. Center Street and a public alley along its easterly boundary,
>
> "(2) Plaintiff's property in Lot 7, Block 50 had access to N.E. Front Street and a public alley along its easterly boundary, and
>
> "(3) Plaintiff's property in Lot 6, Block 50 had access to N.E. Front Street and a public alley along its easterly boundary.
>
> "XIV
>
> "That the plaintiff's property in Lot 6, Block 50 does not share a common use with plaintiff's property in Lots 7 and 8 of Block 50."

On or about August 7, 1981, defendant City of Salem filed its

ANSWER

generally denying that there has been a taking and that plaintiffs are entitled to any compensation.

Both causes were consolidated for trial by agreement of the parties and consent of the court.

Beginning July 20, 1982, said causes were tried to the court without a jury and the trial continued with recesses until July 23, 1982 when the court took the causes under advisement.

On August 9, 1982, the trial judge issued a letter opinion stating his findings and conclusions, as follows:

> "The Court finds:
>
> "1. The closure, of the Center and Front Street's easterly intersection, not a compensable taking, and allows the Defendant City's Motion with Prejudice.
>
> "The Court further finds:
>
> "1. The State of Oregon, prior to the events in litigation, selected and designated Salem streets, over which, State Highway 99E was routed.
>
> Front Street, at the intersection of Center, through the time of trial, had not been designated as a state highway within a city.
>
> "2. ORS provisions 373.010 through 373.060 are not applicable to the closure of Center Street and its easterly intersection with Front Street. The Court finds in favor of the Defendant, State of Oregon.

On September 6, 1982, and September 15, 1982,

JUDGMENTS OF DISMISSAL

were entered as follow:

A-6

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

SEP 7 [illegible] 1982

CLERK

BY ______ DEPUTY

No. 125518

PIONEER TRUST COMPANY, an Oregon corporation, in its capacity as trustee under the Last Will and Testament of T. B. JONES, deceased,

Plaintiff,

v.

THE STATE OF OREGON, by and thrugh its DEPARTMENT OF TRANSPORTATION, and THE CITY OF SALEM, a municipal corporation,

Defendants.

JUDGMENT OF DISMISSAL

The above entitled cause came on for trial on Tuesday, July 20, 1982, before the Honorable Rodney W. Miller, Circuit Judge Pro Tem, without a jury on the segregated issue of whether or not defendants were liable to plaintiff, with the issue of damages, if any, being reserved for later determination, if necessary. Plaintiff appeared by and through George A. Rhoten and A. B. Cummins, Jr., of its attorneys, the defendant State of Oregon appeared by and through Leslie B. Hampton of its attorneys, and the defendant City of Salem, appeared by and through David J. DeMartino of its attorneys.

Argo Investment Corp. v. State of Oregon, et al., Marion County Cir. Ct. No. 125517 was consolidated with the above entitled cause on the same segregated issue of liability. Trial continued, with recesses until Friday, July 23, 1982, when the court took the cases under advisement.

The court having considered the evidence and the arguments and memoranda presented by the parties, now finds that:

1. The closure of Center Street at its easterly intersection with Front Street was a valid exercise of the police power of the City of Salem and that, therefore, there was no compensable taking from the plaintiff by the defendants.

2. The defendant State of Oregon prior to the events in litigation, had routed State Highway Route 99E over particular Salem city streets. However, Front Street at its intersection with Center Street, through the time of trial, had not been designated as the route of a state highway within the City of Salem.

3. The provisions of ORS 373.010 through 373.060 are not applicable to the closure of Center Street at its easterly intersection with Front Street and therefore plaintiff has no cause of action based on those ORS provisions.

4. That there was no compensable taking of plaintiff's real property interests by either defendant State of Oregon or defendant City of Salem, now therefore,

IT IS HEREBY ORDERED, ADJUDGED AND DECREED that plaintiff take nothing and its complaint be and it hereby is dismissed with prejudice.

IT IS FURTHER ORDERED that defendant State of Oregon recover of and from plaintiff its costs and disbursements taxed herein in the amount of $__________, and defendant City of Salem recover of and from plaintiff its costs and disbursements taxed herein in the amount of $__________.

DATED this 6 day of ~~August~~ September, 1982.

Rodney W. Miller
CIRCUIT JUDGE PRO TEM

CERTIFICATE OF SERVICE

I hereby certify that on the 25thday of August, 1982, I served a true copy of the within Judgment of Dismissal upon the attorneys of record by depositing it in the United States Post Office at Salem, Oregon, postage prepaid, addressed as follows:

George A. Rhoten
Rhoten, Rhoten & Speerstra
300 Pioneer Trust Building
Salem, OR 97301

David DeMartino
Assistant City Attorney
City Hall
555 Liberty St. S.E.
Salem, OR 97301

LESLIE B. HAMPTON, OSB# 53037
Assistant Attorney General
Of Attorneys for Defendant
State of Oregon

SEP 15 11

BY DEPUTY

~~SEP 7~~

~~BY DEPUTY~~

IN THE CIRCUIT COURT OF THE STATE OF OREGON
FOR THE COUNTY OF MARION

No. 125517

ARGO INVESTMENT CORP.,
an Oregon corporation,

Plaintiff,

v.

THE STATE OF OREGON, by and through its DEPARTMENT OF TRANSPORTATION, and THE CITY OF SALEM, a municipal corporation,

Defendants.

JUDGMENT OF DISMISSAL

The above entitled cause came on for trial on Tuesday, July 20, 1982, before the Honorable Rodney W. Miller, Circuit Judge Pro Tem, without a jury on the segregated issue of whether or not defendants were liable to plaintiff, with the issue of damages, if any, being reserved for later determination, if necessary. Plaintiff appeared by and through George A. Rhoten and A. B. Cummins, Jr., of its attorneys, the defendant State of Oregon appeared by and through Leslie B. Hampton of its attorneys, and the defendant City of Salem, appeared by and through David J. DeMartino of its attorneys.

The above entitled cause was consolidated for trial with Pioneer Trust Company v. State of Oregon, et al., Marion County Cir. Ct. No. 125518 on the same segregated issue of liability. Trial continued, with recesses until Friday, July 23, 1982, when the court took the cases under advisement.

The court having considered the evidence and the arguments and memoranda presented by the parties, now finds that:

1. The closure of Center Street at its easterly intersection with Front Street was a valid exercise of the police power of the City of Salem and that, therefore, there was no compensable taking from the plaintiff by the defendants.

2. The defendant State of Oregon prior to the events in litigation, had routed State Highway Route 99E over particular Salem city streets. However, Front Street at its intersection with Center Street, through the time of trial, had not been designated as the route of a state highway within the City of Salem.

3. The provisions of ORS 373.010 through 373.060 are not applicable to the closure of Center Street at its easterly intersection with Front Street and therefore plaintiff has no cause of action based on those ORS provisions.

4. There was no compensable taking of any of plaintiff's real property interests by either defendant State of Oregon or defendant City of Salem, now therefore,

IT IS HEREBY ORDERED, ADJUDGED AND DECREED that plaintiff take nothing and its complaint be and it hereby is dismissed with prejudice.

IT IS FURTHER ORDERED that defendant State of Oregon recover of and from plaintiff its costs and disbursements taxed herein in the amount of $____________, and defendant City of Salem recover of and from plaintiff its costs and disbursements taxed herein in the amount of $____________.

DATED this ~~25~~15th day of ~~August~~ September, 1982.

Rodney W. Miller

~~/s/ Rodney W. Miller~~
CIRCUIT JUDGE PRO TEM

CERTIFICATE OF SERVICE

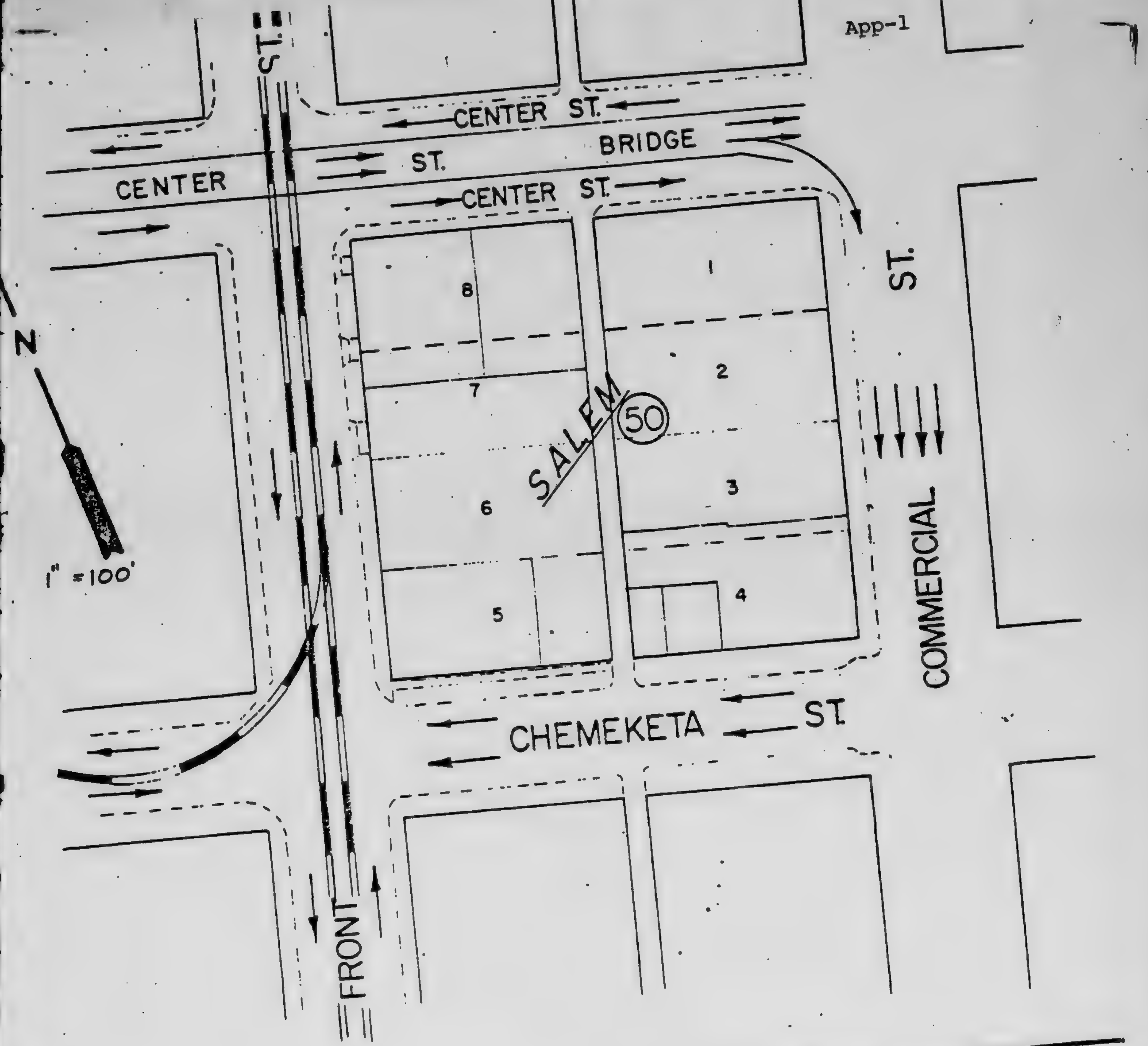
I hereby certify that on the 25th day of August, 1982, I served a true copy of the within Judgment of Dismissal upon the attorneys of record by depositing it in the United States Post Office at Salem, Oregon, postage prepaid, addressed as follows:

George A. Rhoten
Rhoten, Rhoten & Speerstra
300 Pioneer Trust Building
Salem, OR 97301

David DeMartino
Assistant City Attorney
City Hall
555 Liberty Street S.E.
Salem, OR 97301

LESLIE B. HAMPTON, OSB# 53037
Assistant Attorney General
Of Attorneys for Defendant
State of Oregon

App-1

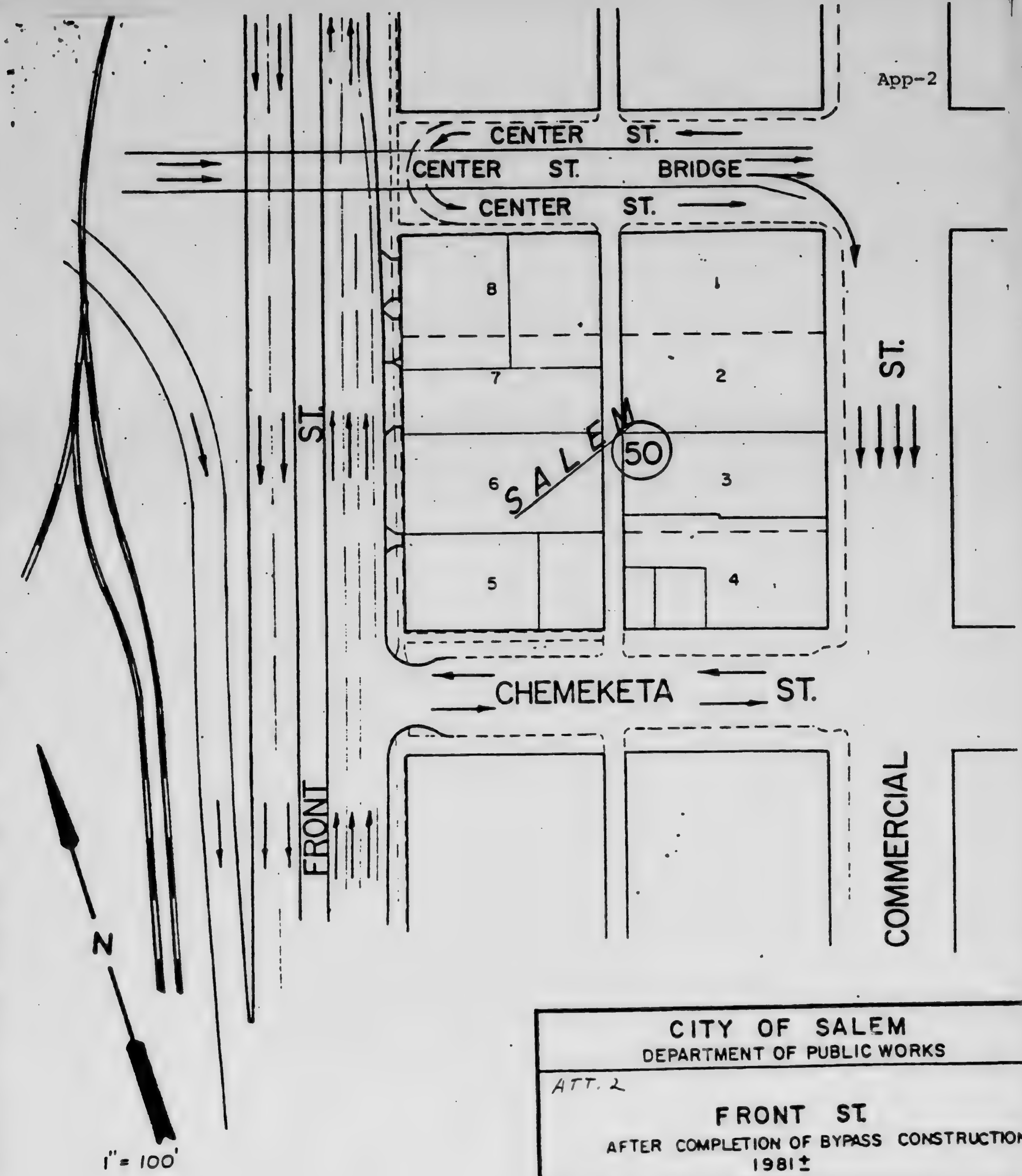

CENTER ST.
CENTER ST. BRIDGE
CENTER ST.
FRONT ST.
COMMERCIAL ST.
CHEMEKETA ST.
SALEM
50
N
1" =100'
1
2
3
4
5
6
7
8

CITY OF SALEM
DEPARTMENT OF PUBLIC WORKS

ATT. 1

FRONT ST.
PRIOR TO FRONT ST. BYPASS
1978±

W.O. 770318
CHKD.:
APPR.:
SHEET OF
FILE NO.:


CENTER ST.
CENTER ST. BRIDGE
CENTER ST.
FRONT ST.
CHEMEKETA ST.
COMMERCIAL ST.
SALEM 50
1
2
3
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6
7
8
N
1" = 100'

CITY OF SALEM
DEPARTMENT OF PUBLIC WORKS

ATT. 2

FRONT ST.

AFTER COMPLETION OF BYPASS CONSTRUCTION
1981±

W.O. 770318
SHEET OF
CHKD.:
APPR.:
FILE NO.:

[illegible] true
[illegible]

STATE OF OREGON
DEPARTMENT OF JUSTICE
SALEM OREGON 97310

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NOTED
E. S. HUNTER

REPORT OF TRIAL
CASES OTHER THAN CONDEMNATION

L- 7971

R-

Reported to Commission:

Name of Case: ARGO Investment Co. v. State

Cause of Action: Inverse Condemnation County: Marion

Demands of Plaintiff: $100,000

Date(s) of Trial: July 20, 21,22,23 Judge: Rodney W. Miller

Attorney for State: Leslie B. Hampton

Attorney for Plaintiff: George A. Rhoten

Verdict or Judgment: for defendant Interest: none

Attorney Fees: none Court Costs: we recover

REMARKS:

ARGO INVESTMENT CO. v. STATE, L-7971
PIONEER TRUST CO. v. STATE, L-7972

As part of the City of Salem's Front Street project, Center Street was closed at its intersection with Front Street. That street closure was the basis of these two inverse condemnation cases. Subject properties abut Center Street on the south. The ARGO property is in the N.W. Corner of Block 50 fronting Center Street on the north and Front Street on the west. The Pioneer Trust property is in the Northeast corner of Block 50 fronting Center Street on the North and Commercial Street on the East. There was no taking of land from either property, nor was access control imposed between the subject property and the abutting streets. Howevr, the owners, after construction of the project, could not enteror exit from Fron Street via Center Street.

The Highway Division, under contract with the city, designed the Front Street project, prepared the construction plans and awarded the construction contract. The Highway Division's resident engineer supervised the construction. The City of Salem paid all of the local matching funds for the federally assisted project. The City of Salem was also a defendant. Our basic position was that the closure of Center Street at Front was a valid exercise of the police power of the City of Salem and that there was no compensable taking from plaintiff.

ORS 373.010 through 373.060 provides for the routing of state highways over city streets. If the Transportation Commission by resolution routes a state highway over a city street; determines by resolution that it is necessary to close an intersecting city street and by formal agreement with the city does in fact close the city street; then property owners abutting said street within 300 feet of the point of closure are given a cause of action for damages. Plaintiffs contended that the statutes gave them a cause of action.

As a matter of fact the state had never routed a state highway over Front Street. The state had never requested that the City of Salem close Center Street, nor had the Commission, by resolution, determined that it was necessary to close the street.

A complicating factor was an agreement between the Highway Division and the City of Salem titled the "99E Redesignation Agreement." Under that agreement, sometime in the future when the city had fulfilled certain construction commitments and the state had done the same "State Highway Route 99E will be routed over Front Street."

The thrust of our case was to prove the absence of the Chapter 373 ORS requirements. We also attempted to prove that the closure of Center Street evolved from the City of Salem Downtown Development Plan and that the request for the closure of Center Street at Front came from the city engineers to the state.

The trial before Judge Rodney Miller, Circuit Judge Pro Tem was on the segregated issue of whether or not the state and/or city was liable to defendant. The court allowed my motion to consolidate the two cases on the segregated issue of liability.

Judge Miller ruled that there was no taking from the plaintiffs and that the provisions of ORS 373.010 through 373.060 were not applicable. Our proposed judgment of dismissal in each of the two cases has been forwarded to Judge Miller. Judge Sloper should have granted our previously filed Motion for Summary Judgment which would have avoided this expensive four day trial.

LESLIE B. HAMPTON
Assistant Chief Trial Counsel

/s/ Jack L. Sollis
Concurrence of Chief Counsel

cc: John McCulloch
E.S. Hunter
J.B. Boyd
C.O. Fredrickson
Stan Long

In The Circuit Court Of The State Of Oregon

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Inves
Info

FOR THE COUNTY OF MARION

No. 125517

NOTED
E.S. HUNTER

ARGO INVESTMENT CORP.,
an Oregon corporation,

Plaintiff

vs.

SUBPENA

DUCES TECUM

THE STATE OF OREGON, by and through its
DEPARTMENT OF TRANSPORTATION, and
THE CITY OF SALEM, a municipal corporation,

Defendant

To N. S. Coulter, State Highway Engineer
140 Transportation Building, Salem, Oregon

IN THE NAME OF THE STATE OF OREGON: You are hereby required to appear in the Circuit Court of the State of Oregon for the County of Marion, at the County Courthouse of said County in the City of Salem, Oregon, on the 20th day of July, 1982, at 9:30 o'clock A M., to testify as a witness in the above entitled cause on behalf of plaintiff, and have and bring with you from your office all records and files, including but not limited to plans for the design, construction and modification of the Willamette River, east bank approach, (Marion St. and Center St. bridges), Willamina-Salem Highway, Polk & Marion Counties; and any records and documents relating to the closing of Center Street at Front Street in Salem, Oregon.

The records required are those prepared since 1960 to date.

You may or may not be personally familiar with these records. If you are not personally familiar with these records, it is directed that you send one or more employees in response to this subpena which employee or employees can furnish and identify the information.

s/ Geo. A. Rhoten
Geo. A. Rhotan
of RHOTEN, RHOTEN & SPEERSTRA
300 Pioneer Trust Building
Salem, Oregon 97301
TEL [illegible]

Attorneys for

I hereby certify that the foregoing is a true copy of the original subpena in the above entitled cause as the same appears in my hands for service.

Geo. A. Rhoten
of Attorneys for plaintiff

STATE HIGHWAYS THROUGH CITIES

373.010 Routing and marking state highways through cities. Whenever the route of any state highway passes through the corporate limits of any city of this state, the Department of Transportation:

(1) Shall select and designate the streets of the city over which the state highway shall be routed.

(2) Shall erect and maintain such road and other signs on and along such streets at such places and of such material and design as it may select.

(3) May alter or change such routing when in its opinion the interests of the motoring public will be better served. [Amended by 1957 c.663 §2]

373.015 Notice and hearing before location, relocation or abandonment of state highway through cities. Before the Department of Transportation acquires within any incorporated city any new rights of way, or relocates or abandons any existing state highway within any incorporated city, the department shall by letter notify the mayor of such city of the action contemplated by the department, and, if any remonstrances or objections thereto are made by the mayor or the council of such city within 10 days after receipt of such letter, the department, or its designated representative, shall hold a public hearing at the city hall in such city, after having first given written notice thereof to the mayor at least 10 days prior thereto, and, at such public hearing, persons who favor or oppose the contemplated action shall be given an opportunity to be heard. [1955 c.447 §1]

373.020 Jurisdiction over streets taken over for state highway routing through cities; effect on public utility duties. (1) Complete jurisdiction and control of streets taken over by the Department of Transportation as provided in this Act, as defined in ORS 366.005, is vested in the department and extends from curb to curb, or, if there is no regular established curb, then such control extends over such portion of the right of way as may be utilized by the department for highway purposes. Responsibility for and jurisdiction over all other portions of the street or road remains in the city.

(2) All cities retain the right to grant the privilege to open the surface of any such street or road, but all damage occasioned thereby shall promptly be repaired by the city, either itself or at its direction, and the responsibility for the cost thereof shall be upon the city permitting the opening.

(3) Cities retain the exclusive right to grant franchises over, beneath and upon any such street or road, and to control and regulate such franchises and the utilization thereof, but the department may utilize any storm sewers thereon or thereunder without cost or charge therefor by the city.

(4) Nothing contained in this Act, as defined in ORS 366.005, relieves any public utility from the maintenance and repair of any street or portion thereof or the performance of any other obligation required under any franchise granted to it by any city. [Amended by 1979 c.186 §14]

NOTED
E. S. HUNTER

373.030 Construction and maintenance of streets; consent of city for grade change. (1) The Department of Transportation may construct, reconstruct, pave and improve and shall repair and maintain streets and roads through cities where such streets or roads, or both:

(a) Form a link in the highway system of the state or constitute a connection between two such highways; and

(b) Have been designated by the department as the streets or roads over which there is routed state highway traffic.

(2) The department, however, shall not change or establish any grade of any such street or road without the consent of the governing body of the city.

373.040 [Amended by 1955 c.490 §1; renumbered 105.760]

373.050 Closing streets which intersect with state highways routed through city. (1) Whenever the Department of Transportation has located a highway in, into or through the corporate limits of a city upon or over an alignment or route not theretofore comprising a city street and has acquired the necessary rights of way therefor and constructed a highway thereover, or whenever the department, pursuant to ORS 373.010 has selected and designated streets over which to route a state highway within an incorporated city, the department may close any street at the point where it intersects or is intersected by the state highway or by the streets selected and designated as the route of a state highway, by a formal agreement with the municipal authorities of a city set out in a resolution or ordinance of the city, designating the particular streets to be closed by name and intersection.

(2) Before any municipal authorities enter into any such formal agreement with the department, such municipal authorities shall comply with all city ordinances or charter provisions pertaining to the closing of streets in the city.

(3) Before the street can be closed or dead-ended, the department shall, after investigation, find and declare by resolution that the closing of the street at the point of intersection is necessary in order to provide safety for the general public or will contribute to a more expeditious and orderly movement of traffic, or both.

373.060 State liable for street closing damages; proceedings on cause of action. (1) If by the closing of any street as provided in ORS 373.050, real property abutting on the intersected street between the point of intersection and the next street, but in no event beyond a point 300 feet from the point of intersection, is damaged, any person having any right, title or interest in any such real property has a cause of action against the state to enforce payment of such compensation or damages.

(2) Any such action may be commenced and prosecuted in the circuit court for the county in which such real property is situated. Any party to any such action has the right to appeal from the final judgment of any circuit court to the Court of Appeals. Any person having or claiming any right, title or interest in such real property may join as party plaintiff or may intervene in any action involving real property in which his interest is claimed.

(3) The trial circuit court shall, in its final judgment, apportion such compensation as it may award among the various persons found by it to own or have some right, title or interest in such real property. The awarded compensation shall be apportioned according to the rules of law governing the distribution of awards made when real property is taken under the power of eminent domain.

(4) The liability of the state and of the municipality terminates wholly when the compensation thus determined is paid into court. Any cause of action granted by this section is barred unless it is commenced within six months after the street is closed and entrance from the street to the state highway or intersecting street is physically barred. [Amended by 1979 c.562 §13]

USE OF CITY STREETS BY COUNTY

373.110 Connecting county road to state highway by road through city. (1) Whenever in its judgment it is necessary, for the purpose of connecting an existing county road with an existing state highway, that the connecting road be located, established and designated over property within the boundaries of a city, the county court or board of county commissioners may designate, locate, establish, construct and maintain the connecting road over property within the corporate limits of the city as a county road.

(2) The procedure for the establishment of the connecting road may be by petition of freeholders or by a resolution of the county court or board of county commissioners as provided by law for the establishment of county roads.

(3) In addition to the authority provided by law for the acquisition of rights of way, in the event the connecting road is established by petition of freeholders or by its resolution the county court or board of county commissioners may acquire private property within the corporate limits of the city for rights of way for the connecting road by exercise of the power of eminent domain, under the procedure provided by law for exercise of the power of eminent domain by counties for the acquisition of private property for rights of way for county roads.

373.120 Connecting county roads by roads through certain cities. The county court or board of county commissioners may construct and pave streets and roads through cities of less than 2,500 population, as shown by the last federal census, where such streets and roads are for the purpose of connecting county roads and highways. [Amended by [illegible] c.71 §1]

373.130 County use of city streets as bridge approach. Whenever any county constructs across any stream any bridge which is wholly or in part within the limits of any city within the county, the county may use as approaches for the bridge such portions as may be necessary of any street of the city leading to the bridge. The power, dominion and right of control over and to improve and

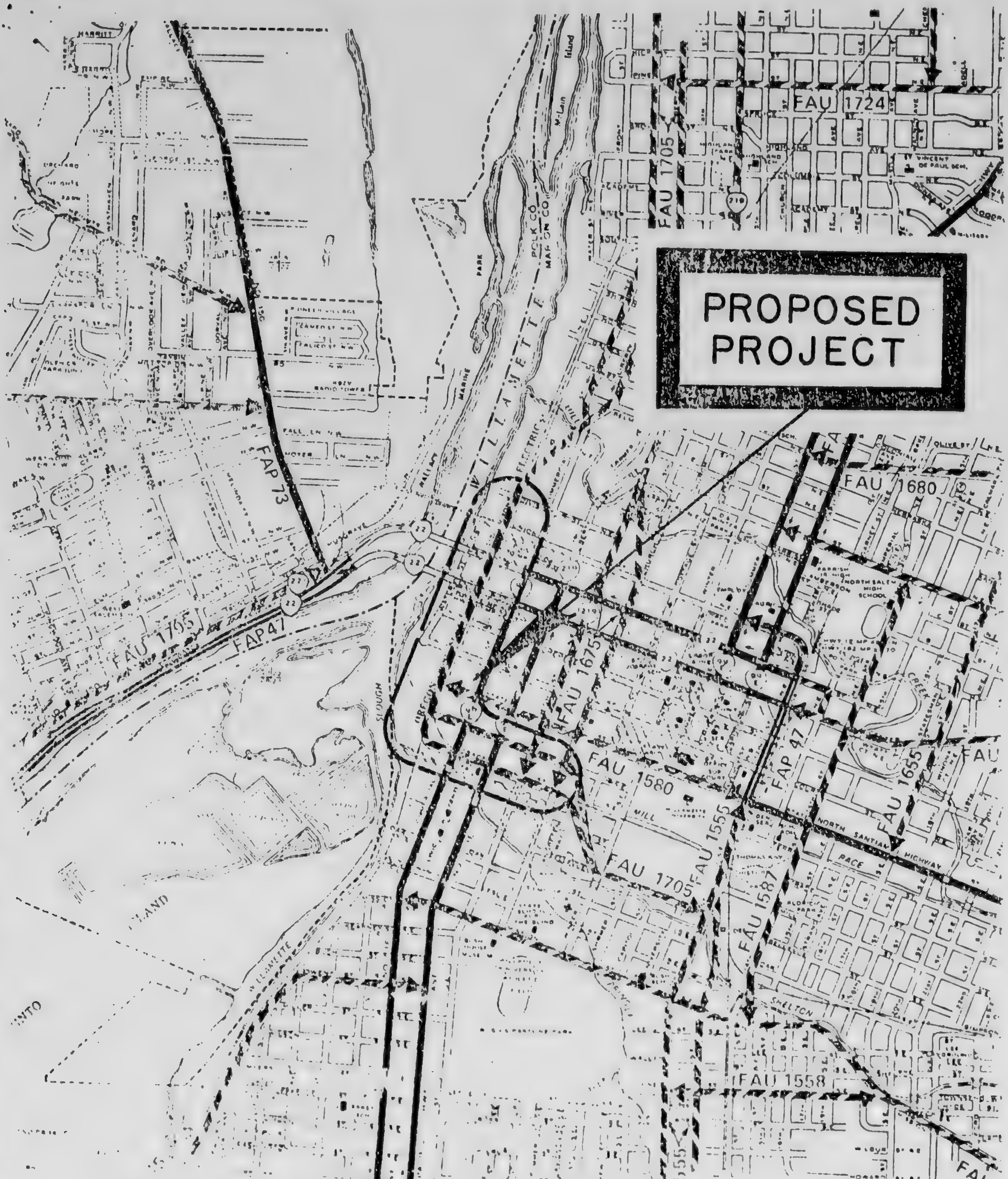
FAU 1724
FAU 1705
PROPOSED PROJECT
WILLAMETTE
FAP 73
FAU 1680
FAU 1705
FAP47
FAU 1675
FAU 1580
FAP 47
FAU 1655
FAU
FAU 1555
FAU 1587
NORTH SANTIAM HIGHWAY
RACE
MILL
FAU 1705
SHELTON
FAU 1558
FAU
FAU 1555
FAU 1548

EXHIBIT A

C E R T I F I C A T I O N

STATE OF OREGON)
COUNTY OF MARION) ss
CITY OF SALEM)

I, Patricia Wolfe, hereby certify that I am the duly appointed, qualified and acting Deputy Recorder of the City of Salem, Oregon, and I further certify that the attached copy of Resolution No. 79-327 passed by the Common Council on the 17th day of December, 1979, has been prepared by me, compared with the original thereof, and is a true and correct copy of the original and of the whole thereof.

WITNESS my hand and the seal of the City of Salem, Oregon, this 2nd day of January, 19 80.

Patricia Wolfe
Deputy City Recorder

RESOLUTION NO.

79 327

WHEREAS, the council on May 7, 1979, adopted Resolution No. 79-110 approving an agreement with the state relative to construction of the Front Street Bypass Project; and

WHEREAS, thereafter on November 19, 1979, the council adopted Resolution No. 79-305 extending the limits of this agreement to include the Ferry-Trade Couplet from Commercial Street to Church Street; and

WHEREAS, the director of public works has now presented a Construction-Finance Agreement which supersedes the previously approved agreements and adds to the new agreement Marion County as a party; NOW, THEREFORE

BE IT RESOLVED BY THE COMMON COUNCIL
OF THE CITY OF SALEM, OREGON:

THAT a Construction-Finance Agreement, Interstate Transfer Project between the State of Oregon, Marion County and the City of Salem relative to the construction of the Front Street Bypass, between Division Street to Trade Street is hereby approved; and

BE IT FURTHER RESOLVED that Resolutions No. 79-110 and 79-305 be and the same are hereby rescinded.

ADOPTED by the Common Council this 17th day of December, 1979.

ATTEST:

CITY RECORDER

7-14-82

Bob -

According to Les Hampton the 3 main issues:

1) The Transportation Commission has never designated Front Street as the route of a State highway.

2) The Transportation Commission has never requested the City of Salem to close Center Street at Front Street.

3) The Transportation Commission has never declared that it was necessary to close Center at Front Street.

Fran

1859

STATE OF OREGON INTEROFFICE MEMO

TO: E. S. Hunter
Asst. State Highway Engineer

DATE: June 21, 1982

FROM: Leslie B. Hampton LBH
Assistant Attorney General

SUBJECT: Pioneer Trust Co. v. State
Marion County No. 125518 (L-7972)

Argo Investment Corp. v. State
Marion County No. 125517 (L-7971)

The above referenced inverse condemnation cases have been set for trial. Pioneer Trust is set for Tuesday, July 20, 1982, and the Argo Investment case is set for September 15, 1982. I anticipate that you will be needed as a witness to testify as to the background of the city-state relationship during the preparation and construction of the Front Street project. I am sending you a copy of the affidavit that you executed in connection with our motions for summary judgment. I will contact you in a week or so for a meeting to discuss the case and areas of your testimony.

As we discussed by phone, both the city and the state are defendants in this case. The coordinated joint defense is necessary to defeat these two cases or to minimize any adverse judgment. To facilitate that joint defense you concurred that I could agree to share the direct defense costs, primarily the cost of an appraiser, but also including three or four depositions and possibly the preparation of some exhibits for trial. Fortunately we have already had both subject properties appraised in connection with the takings for the Center Street and Marion Street Bridges. This should reduce the appraisal and witness costs.

I will also restate to the city our position that the state will look to the city to satisfy any judgments in the two cases.

I am sending copies of this letter to the other effected state people to notify them of the trial dates.

LBH:mj
cc: Jack L. Sollis
Robert Gormson
Adrian Olson
Bill Cole
Cliff Layman

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FOR
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DAVE FROHNMAYER
ATTORNEY GENERAL

STANTON F. LONG
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
100 State Office Building
Salem, Oregon 97310
Telephone: (503) 378-6313

June 21, 1982

David DeMartino
Assistant City Attorney
Salem Civic Center
Salem, Oregon 97301

Re: Pioneer Trust Co. v. State
Marion County No. 125518 (L-7972)

Argo Investment Corp. v. State
Marion County No. 125517 (L-7971)

Dear Dave:

I have again discussed with Mr. E. S. Hunter, Assistant Highway Engineer, the defense of the above two cases. As you and I have discussed in the past, a unified joint defense by the City of Salem and the State of Oregon is essential to a successful conclusion of this litigation. Litigating the respective responsibility of the city and the state would almost insure a verdict for the plaintiffs. As you know, the state-city financing agreement fixed the contribution of the state to the Front Street project. Acquisition of rights of way was a city function. The state will look to the city to satisfy any judgment awards in these two cases.

On the other hand, Mr. Hunter did agree that the state would share equally with the city on the direct trial costs, primarily the costs of an appraisal witness needed at trial. As you know, we are going to take the depositions of Mr. Compton, Mr. Saffron and Mr. Gassner, next week. We will also be preparing some exhibits for trial purposes. Please confirm with the appropriate city officials their willingness to share these direct trial costs. The state's alternative is to look to the city for our costs of defense under the state-city finance agreement.

Sincerely,

Leslie B. Hampton
Assistant Chief Trial Counsel

LBH:mj
cc: Jack L. Sollis
E. S. Hunter ✓

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

ARGO INVESTMENT CORP., an Oregon corporation,

Plaintiff,

v.

THE STATE OF OREGON, by and through its DEPARTMENT OF TRANSPORTATION, and THE CITY OF SALEM, a municipal corporation,

Defendants.

No. 125517

PIONEER TRUST COMPANY, an Oregon corporation, in its capacity as turstee under the Last Will and Testament of T. B. JONES, deceased,

Plaintiff,

v.

THE STATE OF OREGON, by and through its DEPARTMENT OF TRANSPORTATION, and THE CITY OF SALEM, a municipal corporation,

Defendants.

No. 125518

EXHIBIT 1

AFFIDAVIT OF E. S. HUNTER

STATE OF OREGON)
SS
County of Marion)

I, E. S. Hunter, being first duly sworn, depose and say:

I am an Assistant State Highway Engineer for the State of

Oregon and report directly to Mr. H. S. Coulter, State Highway Engineer. I am a registered professional engineer in the State of Oregon. I served as an engineer for the Highway Division for approximately 32 years in varying capacities. I was appointed as Assistant Highway Engineer on June 1, 1971. I head up the office of Technical Services. I am responsible for the planning, design and location of highway improvements, this includes bridge design, preliminary design and the final design of highway improvements. I am also in charge of the Environmental Unit, the Traffic Section and the Right of Way Section of the Highway Division.

I am familiar with the origins, the planning, the design and the construction contract for the Division Street-Trade Street section of the Front Street Project. As well as being in charge of the Highway Division units that worked with the city, I was personally involved and a member of the steering committee who coordinated I-305 Transfer Fund Projects including the Front Street Project. (Exhibit D to plaintiff's Memorandum Opposing Summary Judgment (PM) outlines the general scope of the committee.)

The Front Street Project originated from a study entitled "The Central Salem Development Plan" (CSDP). The plan is referred to at page 12 of Mr. Van Dyke's deposition and at page 9 of Mr. Olson's deposition. Two basic objectives of the CSDP that affected the Highway Division were the rerouting of through traffic from the Liberty Street-Commercial Street couplet to Front Street and the construction of bridge ramps between Front Street and the Marion Street Bridge. Highway 99-E is now, and for many years has been, routed through downtown Salem northerly and southerly on Commercial and Liberty Streets. It is also routed easterly and westerly on Center and Marion Streets.

In 1971, in addition to discussions by city and state staffs, a City of Salem delegation, including the Mayor, the City Manager and Councilmen appeared before the Highway Commission. The delegation explained its program for the rerouting of traffic from the downtown core of Salem and the construction of approaches to the two existing bridges. The delegation asked for assistance from the state. The minutes of that meeting are incorporated herein as Attachment 1.

By February, 1973, the Commission had approved the state's involvement to assist the city in reaching its goals. I wrote to the city's planning people indicating that the state would do some preliminary engineering and later let the contract and supervise construction, (PM, Ex A). My preliminary design staff worked on the project. The city's Urban Development Consultant furnished to the Highway Department a preliminary design which served as a beginning point and guide for my staff. (The consultant's design is discussed in the Affidavits of Mr. Van Dyke and Mr. Olson.)

The project unfolded slowly as they quite often do. The city was utilizing federal urban renewal funds for right of way acquisitions, additional studies were necessary along the waterfront, a city bond sale was made and substantial and lengthy negotiations were carried out with the railroads. The city handled the railroad relocations.

Ultimately basic funding was made available through the cancellation of the I-305 project, the interstate spur into downtown Salem (federal law and regulations allow the transfer of funds from cancelled interstate projects to other eligible projects in the area.

On April 18, 1979, the Highway Division and the City of Salem entered into a construction-finance agreement to construct the Division Street-Trade Street section of Front Street. Under that agreement the state programmed the job with the Federal Highway Administration, coordinated with the city to assure that the project was constructed in conformance with the city's project request, prepared the contract documents and provided a resident engineer for the supervision of construction. The agreement specifically provided that the city pay 100% of the total cost over and above the amount contributed by the federal government. The state was reimbursed for the cost of all its contributions to the project. (A copy of the agreement is attached to Mr. Gormsen's Affidavit which is incorporated into the state's Memorandum (SM, Ex Att 1).

The city's request to reroute traffic from the downtown streets was discussed by staff and in meetings with the city. It culminated in a November 3, 1976, 99-E Redesignation Agreement between the Highway Division and the City of Salem (the first page of that agreement is attached to plaintiff's Memorandum, PM, Ex F). The full agreement is incorporated herein as Attachment 2.

The agreement did not designate Front Street as the route of a state highway. To this day, Front Street has never been, and is not now, the route of the state highway. The agreement provides that if all of many future actions by the city and by the state are completed, the Highway Division at that time will accomplish the redesignation. (By presenting the matter to the Oregon Transportation Commission for its approval.) Neither the construction-finance agreement nor the redesignation agreement requested that the city close Center Street at its intersection with Front Street.

As discussed in the Affidavits of Ralph Lambert, Sidney Van Dyke, Wilford Cole and Adrian Olson, it was the City of Salem that decided to close Center Street and requested orally and in writing that the closure be included in the construction plans. Without being able to identify the specific date or dates, the city's desire to close Center Street was discussed or referred to in meetings I personally attended.

Incidentally, the Environmental Impact Statement for the Front Street Project was prepared for the city under contract by the Mid-Willamette Valley Council of Government's staff. The final EIS specifically states that Center Street was to be closed at Front Street.

Although I concur in the city's engineering judgment, the future rerouting of Highway 99-E and the construction of the affected connecting ramp to the Marion Street Bridge could have been accomplished without closing Center Street at Front Street. I also concur in the city's engineering judgment that the closure is in the public interest, provides a smoother traffic flow, and adds to the convenience and safety of the motorist utilizing Front Street.

It is not unusual that the Highway Division design, contract and supervise construction of city and county federally funded projects. In fact, almost all federally funded city and county projects are so administered. The federal government requires local projects be administered through the states in order to avoid dealing directly with thousands of units of local government. Three or four cities and counties with more fully staffed street and road departments assume greater roles in these projects. However, the handling of the Front Street project is typical of the majority of such projects.

As reported by Mr. Gormsen in his Affidavit, neither the Transportation Commission or its predecessor, the Highway Commission, ever requested that the City of Salem close Center Street at Front Street.

///

I am making this Affidavit in support of the state's Motion for Summary Judgment.

E S Hunter

E. S. Hunter

Subscribed and sworn to before me this 26th day of March, 1982.

Notary Public for Oregon
My commission expires:

DAVE FROHNMAYER
ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
106 State Office Building
Salem, Oregon 97310
Telephone: (503) 378-6313

March 30, 1982

RECEIVED
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MAR 31 '82
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Mr. E. S. Hunter
Assistant State Highway Engineer
200 Transportation Bldg.
Salem, Oregon 97310

Re: Pioneer Trust Company v. State
Marion County No. 125518 (L-7972)

Argo Investment Corp. v. State
Marion County No. 125517 (L-7971)

Dear Ed:

Our Motions for Summary Judgment in the two above mentioned cases were argued before Judge Sloper yesterday, March 29, 1982. Judge Sloper denied the Motions for Summary Judgment. Frankly, Judge Sloper ruled without adequate consideration of the written Motion and Memorandum. Fortunately, it is his prerogative to personally handle the matter or assign it to one of the other judges who probably would have given the matter the attention it deserved. I think Judge Sloper is wrong and it was a disservice to both the state and Mr. Rhoten's clients to have it ruled on cavalierly. Unfortunately, this is not an appealable order.

As a consequence, we will need to prepare the case for trial. It probably will be set in July. (Judge Sloper will again have money for juries at the beginning of a new budget.)

As I mentioned, I will be on vacation the next two weeks. Thereafter I would like to review with you and whoever else is appropriate, our relations with the City of Salem and who will pay the judgments, if any, for plaintiffs in these cases.

It will probably be necessary to have appraisals made in these two cases. For practical purposes I don't think the properties are damaged even if plaintiffs have a cause of action. We have recently had these properties appraised in connection with the Center Street Bridge project. It should be easier (if not cheaper) to have the properties appraised by the same appraisers. When I return from vacation I will prepare requests for appraisals.

As mentioned, I think Judge Sloper was wrong, but there is nothing we can do about it until after a trial on the merits.

Sincerely,

Les Hampton

Leslie B. Hampton
Assistant Chief Trial Counsel

LBH:mj
cc: J. B. Boyd
John R. McCulloch, Jr.
Jack Sollis

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

ARGO INVESTMENT CORP., an Oregon corporation,)
Plaintiff,)
v.) No. 125517
THE STATE OF OREGON, by and through its DEPARTMENT OF TRANSPORTATION, and THE CITY OF SALEM, a municipal corporation,)
Defendants.)

PIONEER TRUST COMPANY, an Oregon corporation, in its capacity as turstee under the Last Will and Testament of T. B. JONES, deceased,)
Plaintiff,)
v.) No. 125518
THE STATE OF OREGON, by and through its DEPARTMENT OF TRANSPORTATION, and THE CITY OF SALEM, a municipal corporation,)
Defendants.)

STATE'S REPLY MEMORANDUM

In its Memorandum plaintiff does not cite a case, does not discuss any defendant's cited cases and does not attempt to directly refute the legal theories discussed in defendant state's Memorandum.

Prior to discussing the legal issues, we will examine plaintiff's statement of the facts. Plaintiff as was their right, examined and copies numerous records in the city's file and in the state's files. Plaintiff has selectively picked isolated letters and other documents as exhibits. However, plaintiff does not present the background of the Front Street project or accurately report the relationships between the Highway Division and the City of Salem. To that extent plaintiff's recitation of facts is misleading.

First plaintiff reports that the state committed itself to the project citing as Exhibit A a letter from E. S. Hunter, Assistant State Highway Engineer, to Morton Michaelson. However, as pointed out in Mr. Hunter's Affidavit incorporated herein as Exhibit 1, the Front Street project developed from the Central Salem Development Plan study (CSDP), the city had two basic goals affecting the Highway Division, one to get the through traffic off the downtown streets (Highway 99-E at the present time and for many years is routed over Commercial and Liberty Streets in downtown Salem.) The other objective was to add connecting ramps between Front Street and the Marion and Center Street Bridges.

Plaintiff states that the Front Street project was a joint venture between the State Highway Division and the City of Salem, attaching copies of letters in support of the proposition. A Salem delegation, including the Mayor, the City Manager and Councilmen appeared at a Highway Commission meeting in 1971, requesting the state's cooperation in rerouting through traffic off the downtown streets and in providing ramp connections between the bridges and Front Street. (See Affidavit of E. S. Hunter attached hereto and Affidavits of Adrian Olson and Sidney Van Dyke attached to plaintiff's opening Memorandum (PM). Plaintiff also attached copies of the November, 1976, City-State Route 99-E redesignation agreement and the October 26, 1979 Construction-Finance Agreement for the Trade Street project. None of the letters and documents contain provisions requiring or requesting that the city to close Center Street at Front Street.

Plaintiff concludes that control of the project was in the State Highway Division, reciting one clause of the Construction-Finance Agreement. Plaintiffs ignore a provision requiring the state to arrange conferences with the city to assure that the work in progress conforms with the city's project request. The agreement also provided for a city liaison engineer to assure that construction of the project was in conformance with the city's requirements and standards. The plaintiff also ignores the testimony by Affidavit and deposition of Mr. Ralph Lambert, the city's liaison engineer. (PM Ex) He was involved in the project to see that those city requirements were met. A supplemental Affidavit by Mr. Lambert is attached hereto as Exhibit 2.

There are undisputed vital facts in this case:

1. Front Street is not now, nor has it ever been, the route of a state highway.
2. Neither the Transportation Commission, nor its predecessor the Highway Commission, has ever requested the

that the city close Center Street at Front Street.

3. The Highway Division's staff has never requested that the City of Salem close Center Street at Front Street.

4. The decision to close Center Street at Front Street was made by the City of Salem.

5. The City of Salem requested that the state include provisions for closing Center Street at Front Street in the construction plans.

6. The state honored that request and the closure was made during construction.

7. It is also undisputed that there was no taking of land and no control of access to either of the plaintiffs in these two cases.

8. Finally, it is undisputed that the city's motives for closing Center Street at Front Street was for the safety and convenience of the motoring public and the free flow of traffic on Front Street.

Plaintiffs, in the depositions taken, test the memories of state and city personnel but did not refute the critical facts listed above. Likewise, plaintiffs do not controvert any of the critical facts with counter-affidavits. Plaintiffs limit themselves to arguments regarding the interpretation of some of the documents.

In defending against the Motions for Summary Judgment, the plaintiffs in these two cases cannot rely on the allegations of their Complaints but must come forward with facts to refute the facts set out in the Affidavits in support of the Motions for Summary Judgment. Bossler v. Short, 277 Or 697, 561 P2d 1025 (1977); Pelege v. Chrysler, 278 Or 223, 563 P2d 701 (1977). The proponents' facts that are not controverted are assumed to be true for the purpose of determining the Motion for Summary Judgment.

Because plaintiff did not discuss the legal authorities set out in our opening Memorandum, we will not discuss the applicable law at length. However, we will review those authorities as related to the factual status at this time.

MOTION ONE

THE CLOSURE OF N. E. CENTER STREET AT N. E. FRONT STREET WAS AN EXERCISE OF THE POLICE POWER OF THE CITY OF SALEM. RESULTING DAMAGES, IF ANY, ARE NOT COMPENSIBLE.

As stated in our opening Memorandum, there was no physical taking from the plaintiffs' real property for this project. There was no taking of access rights to the various streets and the alley on which these two plaintiffs' properties abutted.

In our opening Memorandum we cited cases for the propositions that damages, if any, resulting from the valid exercise of the police power are not compensible. (PM-4-7) Incidentally, plaintiffs in their Memorandum state without citation of authority, that both the City of Salem and the State Highway Division have authority to close city streets. The Highway Division has not such authority. Even under the Throughway Act, ORS ch. 374 the state has no authority to close intersecting streets or roads without an agreement with the city or the county having jurisdiction over the locality.

We remind the Court that under the Oregon cases discussed in our opening Memorandum, if a property owner has access to two or more streets, the state, the county, or the city within its jurisdiction, can close off all of the owner's private access rights to one of the abutting streets, roads or highways if the owner's remaining access is adequate to serve his remaining property. If we assume for argument that the state occupied all of Center Street and prevented any accesss thereto, the plaintiffs would not be entitled to any compensation if the remaining access to Front Street and Commercial Street respectively was adequate to serve the property. Here where there is no taking of private access rights, plaintiffs are arguing, without citing a single legal authority that they are entitled to compensation.

Plaintiffs attach the Affidavits of Stuart Compton and Morris Saffron to their Memorandum as Exhibits M and N. We invite the Court to examine those carefully. Mr. Compton states merely that he has many years familiarity with both of the properties involved in these cases and that for the past 40 years there have been service stations on the property at the corners of Center and Front and Center and Commercial respectively. Mr. Compton makes no other statements about the property.

Mr. Saffron states that he too, is familiar with both properties. He further states that access from Front and Center Streets are vital to the subject business properties all those access rights remain. He also states that the connection between Front and Center Street is vital to the properties and legally concludes that the street connection is a property right appurtenant to the subject properties. No legal authorities are cited in the Affidavit or in plaintiffs' Memorandum.

Mr. Saffron also states that the closure of Center Street at Front has substantially diminished the market value of the subject properties. The fact that the properties have decreased in value is not important and hardly a relevant factor. Obviously, if there was no claimed depreciation in value, there would have been no inverse condemnations filed. However, a claimed depreciation value is an element of all inverse condemnations cases, including those cited in our opening Brief.

Another way of stating defendant's position is that there has been no taking, in a practical or constitutional sense, of a private property right from the plaintiffs. The State of Oregon has a "taking" not a "taking and damaging" constitution. As noted, no access rights were taken from plaintiffs.

A "taking" is a necessary element of a cause of action for inverse condemnation. To constitute a taking, defendant's conduct must substantially interfere with the plaintiffs' present use of their property. Lincoln Loan Co. v. State Highway Comm., 274 Or 49, 545 P2d 105 (1976); Clark v. The Port of Portland, 23 Or App 730, 543 P2d 1099 (1975); Moeller v. Multnomah County, 218 Or 413, 345 P2d 813 (1959); 2 Nichols, The Law of Eminent Domain § 6.38(1) (3d Ed. 1976). As noted, there are no allegations in the Complaints and no facts set out by affidavit that support a taking of private property or create an issue of fact for a jury to determine. As a matter of law, there is no taking and there is a pure example of valid exercise of the city's police power to close Center at Front Street.

We submit that the street closure was the valid exercise of the police power of the City of Salem and plaintiffs' damages in these two cases, if any, is not compensible. The Court should enter summary judgment on Motion No. One.

MOTION TWO

DEFENDANT STATE IS NOT LIABLE FOR THE CLOSURE OF N. E. CENTER AT FRONT STREET UNDER ORS 373.050 AND 373.060

Those statutes are discussed, our argument presented, and our authorities are set out at pages 8 and 9 of our opening Memorandum. We again point out that there are two prerequisite conditions to trigger the applicability of that statute. First, the Department of Transportation pursuant to ORS 373.010 must select and designate streets over which a state highway is routed within an incorporated city. The statute also requires that the closure of the street be by a formal agreement between the state and the municipal authority of the city set out in a resolution or ordinance of the city, designating the particular streets to be closed by name and intersection.

First, it is undisputed that the Transportation Commission has never routed a state highway over Trade Street. There is no evidence of such an ordinance by the city. Obviously, plaintiffs are arguing that the 1977 Redesignation Agreement that 99-E "some day" will be routed over Trade Street is sufficient. That is not what the statute says. Even if the Court was to find that the expressed conditional intent that Front Street be the route of a state highway, the statute would not be triggered.

Plaintiffs ignore the second major provision set out in 373.050(3) which requires that before requesting a closing or dead-ending of a street, the Department of Transportation find and declare by resolution that the closing of the street at the point of intersection is necessary in order to provide safety for the general public, or will contribute to a more expeditious and orderly movement of traffic or both. Defendant's Affidavits state that no such resolution exist or has ever been passed is irrefuted in this case. Plaintiffs neither contradict or evidence nor presents its own evidence to the contrary. Moreover, nothing in the depositions taken by plaintiffs and filed herein controverts the state's Affidavits. As stated in our opening Memorandum, we are here concerned with a city project being constructed on a city street with an intersecting city street being closed. (PM Ex 1, 2, 4 and 5). ORS 373.050 and 060 are not applicable and summary judgment should be entered on Motion Two.

MOTION THREE

THE STATE HAS NO POLICE POWER OVER CITY STREETS AND SHOULD BE DISMISSED AS A PARTY DEFENDANT HEREIN

Our argument on Motion 3 is set out at page 10 of our opening Memorandum. We will not repeat that argument here.

CONCLUSION

We submit that there has been no taking from either plaintiff in these two cases under the Constitutions and the statutes of Oregon and the United States. Moreover, there is no material fact for determination by the jury. The unrefuted facts and defendant's legal authorities (which have not been contested in plaintiffs' Memoranda) defendants are entitled to judgment as a matter of law.

Respectfully submitted,

DAVE FROHNMAYER
Attorney General

Leslie B. Hampton

LESLIE B. HAMPTON OSB# 53037
Assistant Chief Trial Counsel
Of Attorneys for Defendant
State of Oregon
100 State Office Building
Salem, Oregon 97310
Telephone: 378-6313

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

ARGO INVESTMENT CORP., an Oregon corporation,)
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Plaintiff,)
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v.)
) No. 125517
THE STATE OF OREGON, by and through its DEPARTMENT OF TRANSPORTATION, and THE CITY OF SALEM, a municipal corporation,)
)
Defendants.)

PIONEER TRUST COMPANY, an Oregon corporation, in its capacity as turstee under the Last Will and Testament of T. B. JONES, deceased,)
)
Plaintiff,)
)
v.)
) No. 125518
THE STATE OF OREGON, by and through its DEPARTMENT OF TRANSPORTATION, and THE CITY OF SALEM, a municipal corporation,)
)
Defendants.)

EXHIBIT 1

AFFIDAVIT OF E. S. HUNTER

STATE OF OREGON)
SS
County of Marion)

I, E. S. Hunter, being first duly sworn, depose and say:

I am an Assistant State Highway Engineer for the State of

Oregon and report directly to Mr. H. S. Coulter, State Highway Engineer. I am a registered professional engineer in the State of Oregon. I served as an engineer for the Highway Division for approximately 32 years in varying capacities. I was appointed as Assistant Highway Engineer on June 1, 1971. I head up the office of Technical Services. I am responsible for the planning, design and location of highway improvements, this includes bridge design, preliminary design and the final design of highway improvements. I am also in charge of the Environmental Unit, the Traffic Section and the Right of Way Section of the Highway Division.

I am familiar with the origins, the planning, the design and the construction contract for the Division Street-Trade Street section of the Front Street Project. As well as being in charge of the Highway Division units that worked with the city, I was personally involved and a member of the steering committee who coordinated I-305 Transfer Fund Projects including the Front Street Project. (Exhibit D to plaintiff's Memorandum Opposing Summary Judgment (PM) outlines the general scope of the committee.)

The Front Street Project originated from a study entitled "The Central Salem Development Plan" (CSDP). The plan is referred to at page 12 of Mr. Van Dyke's deposition and at page 9 of Mr. Olson's deposition. Two basic objectives of the CSDP that affected the Highway Division were the rerouting of through traffic from the Liberty Street-Commercial Street couplet to Front Street and the construction of bridge ramps between Front Street and the Marion Street Bridge. Highway 99-E is now, and for many years has been, routed through downtown Salem northerly and southerly on Commercial and Liberty Streets. It is also routed easterly and westerly on Center and Marion Streets.

In 1971, in addition to discussions by city and state staffs, a City of Salem delegation, including the Mayor, the City Manager and Councilmen appeared before the Highway Commission. The delegation explained its program for the rerouting of traffic from the downtown core of Salem and the construction of approaches to the two existing bridges. The delegation asked for assistance from the state. The minutes of that meeting are incorporated herein as Attachment 1.

By February, 1973, the Commission had approved the state's involvement to assist the city in reaching its goals. I wrote to the city's planning people indicating that the state would do some preliminary engineering and later let the contract and supervise construction, (PM, Ex A). My preliminary design staff worked on the project. The city's Urban Development Consultant furnished to the Highway Department a preliminary design which served as a beginning point and guide for my staff. (The consultant's design is discussed in the Affidavits of Mr. Van Dyke and Mr. Olson.)

The project unfolded slowly as they quite often do. The city was utilizing federal urban renewal funds for right of way acquisitions, additional studies were necessary along the waterfront, a city bond sale was made and substantial and lengthy negotiations were carried out with the railroads. The city handled the railroad relocations.

Ultimately basic funding was made available through the cancellation of the I-305 project, the interstate spur into downtown Salem (federal law and regulations allow the transfer of funds from cancelled interstate projects to other eligible projects in the area.

On April 18, 1979, the Highway Division and the City of Salem entered into a construction-finance agreement to construct the Division Street-Trade Street section of Front Street. Under that agreement the state programmed the job with the Federal Highway Administration, coordinated with the city to assure that the project was constructed in conformance with the city's project request, prepared the contract documents and provided a resident engineer for the supervision of construction. The agreement specifically provided that the city pay 100% of the total cost over and above the amount contributed by the federal government. The state was reimbursed for the cost of all its contributions to the project. (A copy of the agreement is attached to Mr. Gormsen's Affidavit which is incorporated into the state's Memorandum (SM, Ex Att 1).

The city's request to reroute traffic from the downtown streets was discussed by staff and in meetings with the city. It culminated in a November 3, 1976, 99-E Redesignation Agreement between the Highway Division and the City of Salem (the first page of that agreement is attached to plaintiff's Memorandum, PM, Ex F). The full agreement is incorporated herein as Attachment 2.

The agreement did not designate Front Street as the route of a state highway. To this day, Front Street has never been, and is not now, the route of the state highway. The agreement provides that if all of many future actions by the city and by the state are completed, the Highway Division at that time will accomplish the redesignation. (By presenting the matter to the Oregon Transportation Commission for its approval.) Neither the construction-finance agreement nor the redesignation agreement requested that the city close Center Street at its intersection with Front Street.

As discussed in the Affidavits of Ralph Lambert, Sidney Van Dyke, Wilford Cole and Adrian Olson, it was the City of Salem that decided to close Center Street and requested orally and in writing that the closure be included in the construction plans. Without being able to identify the specific date or dates, the city's desire to close Center Street was discussed or referred to in meetings I personally attended.

Incidentally, the Environmental Impact Statement for the Front Street Project was prepared for the city under contract by the Mid-Willamette Valley Council of Government's staff. The final EIS specifically states that Center Street was to be closed at Front Street.

Although I concur in the city's engineering judgment, the future rerouting of Highway 99-E and the construction of the affected connecting ramp to the Marion Street Bridge could have been accomplished without closing Center Street at Front Street. I also concur in the city's engineering judgment that the closure is in the public interest, provides a smoother traffic flow, and adds to the convenience and safety of the motorist utilizing Front Street.

It is not unusual that the Highway Division design, contract and supervise construction of city and county federally funded projects. In fact, almost all federally funded city and county projects are so administered. The federal government requires local projects be administered through the states in order to avoid dealing directly with thousands of units of local government. Three or four cities and counties with more fully staffed street and road departments assume greater roles in these projects. However, the handling of the Front Street project is typical of the majority of such projects.

As reported by Mr. Gormsen in his Affidavit, neither the Transportation Commission or its predecessor, the Highway Commission, ever requested that the City of Salem close Center Street at Front Street.

///

I am making this Affidavit in support of the state's Motion for Summary Judgment.

E S Hunter

E. S. Hunter

Subscribed and sworn to before me this 26th day of March, 1982.

Notary Public for Oregon
My commission expires:

CERTIFICATE OF SERVICE

I hereby certify that on the 26th day of March, 1982, I served a true copy of the within State's Reply Memorandum which is well founded in law upon plaintiff's attorney and defendant City of Salem's attorney, by delivering the same personally to their respective offices as shown below:

George A. Rhoten
RHOTEN, RHOTEN & SPEERSTRA
Attorneys at Law
Pioneer Trust Building
Salem, Oregon 97301
Of Attorneys for Plaintiff

David DeMartino
Assistant City Attorney
555 Liberty Street S.E.
Salem, Oregon 97301
Of Attorneys for Defendant City of Salem

Leslie B. Hampton

Leslie B. Hampton
Assistant Chief Trial Counsel
Of Attorneys for Defendant State
100 State Office Building
Salem, Oregon 97310
Telephone: 378-6313
O.S.B. No. 53037

mj

Certified to be a True and Correct Copy of the Original

Attorney for Def

IN THE CIRCUIT COURT OF THE STATE OF OREGON
FOR THE COUNTY OF MARION

ARGO INVESTMENT COMPANY, an Oregon corporation,

Plaintiff,

vs.

THE STATE OF OREGON, by and through its DEPARTMENT OF TRANSPORTATION and THE CITY OF SALEM, a municipal corporation,

Defendants.

Case No. 125,517

AFFIDAVIT OF RALPH W. LAMBERT

STATE OF OREGON)
) ss.
COUNTY OF MARION)

I, RALPH W. LAMBERT, being first duly sworn, depose and say that:

I have reviewed Exhibits H and I which were made a part of Plaintiff's Memorandum.

Said documents refresh my memory that the City requested orally the permanent closure of Marion and Center Streets at Front Street. Exhibit I was prepared by me for Edward A. Sigurdson's signature. The letter was intended to address the temporary closure of streets during construction as well as the permanent closure of other streets, including Marion and Center. Exhibit A is Page 2 from the final environmental impact statement prepared by the Mid-Willamette Valley Council of Governments which called for the closure of Marion and Center Streets.

I also wish to reaffirm all previous affidavits I have given in this case.

RALPH W. LAMBERT

SUBSCRIBED AND SWORN TO before me this 26 day of March, 1982.

Patricia Wolfe
PATRICIA WOLFE
NOTARY PUBLIC — OREGON
My Commission Expires 6/19/85

WILLIAM J. JUZA
CITY ATTORNEY
555 LIBERTY ST. S.E.
SALEM, OREGON 97301
TEL. 588-6003

This lane will be separated from Trade Street proper by a landscaped median. A 12 foot eastbound lane with diagonal parking on the north side will be constructed on the north side of Trade Street between High Street and Church Street to accommodate traffic moving from High Street to Church Street (one way northbound). A landscaped median will separate this lane from the three eastbound lanes of Trade Street proper.

Ferry Street will be two lanes westbound between Church Street and High Street, three lanes westbound between High Street and Liberty Street, and four lanes westbound (south lane left-turn only) between Liberty Street and Commercial Street. As on Trade Street, each traffic lane will be 12 feet wide. Parallel parking will be retained on both sides of Ferry Street between Church Street and High Street until such time as traffic volumes justify its removal. South-side parallel parking will be retained between High Street and Liberty Street. A partial approach closure will be constructed on the north side of the Liberty Street/Ferry Street intersection to divert northbound traffic on Liberty Street onto the Front Street Bypass.

Photographs and typical cross sections are shown in Figure 2.

Front Street The Front Street segment consists of that portion of the project lying west of Commercial Street between Trade Street and Division Street - about eight city blocks.

The first phase of this project has already been constructed, consisting of a bridge ramp connecting the Center Street Bridge (two eastbound traffic lanes) to Front Street southbound. A design option currently being considered is construction of a bridge ramp from Front Street southbound to Marion Street Bridge. Since this option does not as yet constitute a plan, it would not be feasible to assess the impacts at this time.

South of the Marion Street and Center Street bridges, a diagonal with separated northbound and southbound traffic lanes will be constructed connecting Trade Street and Ferry Street to Front Street proper. The south or Trade Street arm of this diagonal will cross the block bounded by Trade, Ferry, Commercial, and Front Streets, following the path of the existing Southern Pacific railroad tracks, which will be removed. North of the bridges, a diagonal will be constructed on a new alignment from Front Street back to Commercial Street, crossing the block bounded by Front, Commercial, Division, and Union Streets, and tying into the north Liberty-Commercial couplet.

Existing Front Street will be partially realigned to accommodate six through traffic lanes (three northbound, three southbound) between Commercial Street and Court Street, five traffic lanes (three northbound, two southbound) between Court Street and Center Street, and four traffic lanes (two northbound, two southbound) between Center Street and Division Street, plus left-turn refuges at State Street, Court Street, and Front Street North. A landscaped median with openings at State Street, Court Street, and Front Street North will be constructed between Ferry Street and Division Street. Much of the right-of-way adjoining the roadway will be landscaped as well.

Access to Front Street from Marion Street and Center Street will be closed. Chokers will be constructed at the intersections with Chemeketa Street, State Street, and Court Street (east side only) to reduce traffic movement onto and from these streets and enhance pedestrian safety.

RHOTEN, RHOTEN & SPEERSTRA
ATTORNEYS AT LAW
PIONEER TRUST BUILDING
SALEM, OREGON 97301

GEO. A. RHOTEN
J. RAY RHOTEN
SAM F. SPEERSTRA
ERVIN W. POTTER
DAVID A. RHOTEN
GARY G. JONES
MALCOLM L. BRAND
ARTHUR B. CUMMINS, JR.
JOHN G. PHIPPS

A/C 503-364-6733

February 26, 1982

RECEIVED
MAR 1 1982
TRIAL DIVISION, DEPT OF JUSTICE
SALEM, OREGON

Leslie B. Hampton
Assist. Chief Trial Counsel
Dept. of Justice
Trial Division
106 State Office Building
Salem, Oregon 97310

Re: Argo v. State of Oregon et al
Marion County Circuit Court No. 125517

Dear Mr. Hampton:

I am confirming the depositions of Adrian Olson and Robert Gormsen at your East conference room beginning at 1:15 p.m., Thursday, March 4, 1982. Mr. Gormsen is to have available all the files and plans relating to the Front Street project (including all communications with the federal government) for our review and copying if necessary.

I have arranged for a court reporter.

Yours truly,

RHOTEN, RHOTEN & SPEERSTRA

By

ABC:pks

cc: David DeMartino
Daniel Gassner

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

ARGO INVESTMENT CORP., an Oregon corporation,)
Plaintiff,)
)
vs.) No. 125517
)
THE STATE OF OREGON, by and through its)
DEPARTMENT OF TRANSPORTATION, and)
THE CITY OF SALEM, a municipal corporation,)
Defendants.)

- -

PIONEER TRUST COMPANY, an Oregon corporation,)
in its capacity as trustee under the Last)
Will and Testament of T. B. JONES, deceased,)
Plaintiff,)
)
vs.) No. 125518
)
THE STATE OF OREGON, by and through its)
DEPARTMENT OF TRANSPORTATION, and THE CITY OF)
SALEM, a municipal corporation,)
Defendants.)

DEPOSITION OF ROBERT W. GORMSEN

Taken for discovery purposes in behalf of the Plaintiffs.

BE IT REMEMBERED That, pursuant to the stipulation of counsel for the respective parties hereinafter set forth, the deposition of ROBERT W. GORMSEN, the witness herein, was taken for discovery purposes before Jerome V. Brunsman, a Notary Public for Oregon, on Thursday, March 4, 1982, beginning at the hour of 1:15 o'clock p.m., in the Conference Room of the Department of Justice, Salem, Oregon.

APPEARANCES:

RHOTEN, RHOTEN & SPEERSTRA, by GEO. [illegible] B. CUMMINS, JR., of counsel, attorney [illegible]

DEPARTMENT OF JUSTICE, by LESLIE B. HAM [illegible] attorneys for defendant - The State of O [illegible]

CITY OF SALEM, by DAVID J. DeMARTINO, of co [illegible] attorney for defendant - The City of Salem.

* * *

Also Present: Adrian Olson

* * *

(At said time and place the following stipulation was entered into between the attorneys present in behalf of the respective parties:)

It is hereby stipulated and agreed by and between the parties hereto, through their respective attorneys, that the deposition of ROBERT W. GORMSEN, the witness herein, may be taken for discovery purposes before Jerome V. Brunsman, a Notary Public for Oregon, at this time and place, on oral interrogatories, direct and cross, to be propounded to said witness, as by law provided.

It is further stipulated and agreed that all irregularities as to notice of time and place and manner of taking said deposition are hereby waived, each party reserving the right to object at the time of trial to any question or answer as to the competency, relevancy or materiality thereof, but that objections as to the form of questions or answers must be made at the time of taking said deposition or shall be deemed to be waived.

It is further stipulated that the reading and signing of the said deposition by the witness are hereby waived.

ROBERT W. GORMSEN, the witness herein, was thereupon produced as a witness for discovery purposes and, having been first duly sworn by the Notary, was examined and testified as follows:

DIRECT EXAMINATION

BY MR. RHOTEN:

Q Now Mr. Gormsen, first, I don't know how we have been doing this with the reporter, but I assume that he puts in what is the usual stipulation --

MR. HAMPTON: Well, it looked pretty good in the last one, so it's okay with us if it's okay with David.

MR. RHOTEN: Okay. I don't think I've read it in recent times, but if you read it or I read it and what he writes down as the stipulation doesn't agree with what we think it ought to be, you and I will agree to change it.

MR. HAMPTON: That sounds fair enough.

MR. RHOTEN: So you can see how firm the agreement is.

(Mr. Rhoten continuing) What we are saying, Mr. Gormsen, is that the normal stipulation is that you would not, among other things, would be that you would not be required to sign the deposition at a later time. But if anybody wanted you to, they could ask you to do so. You no doubt have had your deposition taken in a number of instances before; is that correct?

A. No, I have not.

Q. You've never had your deposition taken before?

A. Not that I can recall.

Q. Oh, is that right.

MR. HAMPTON: Off the record.

(WHEREUPON, an off the record discussion was had.)

(Mr. Rhoten continuing) Well, at any rate, all this is is a written record of the information you have, and if there is any question that you -- that I ask you that I don't make myself clear, you're going to call my attention to the absence of clarity. And you can -- we can adjourn and you can talk with Les Hampton, or get advice elsewhere about the propriety of it, or otherwise make any explanation that is indicated. Our purpose here is to try and arrive at the facts as best we can. As a preliminary thing in this case, there is pending what we call a motion for summary judgment, and it may be that some of the information which you will give us will be used in this motion for summary judgment. The motion for summary judgment insofar as the State is concerned simply says that on the basis of the known and admitted and acknowledged facts, there is no material issue in dispute, and that the State isn't liable on the claims filed in these two cases. In case -- in the event you're not advised as to these two cases, which I hope that Mr. Hampton told you a little about them, but they are essentially cases for compensation for the alleged lessening of value of the property in the vicinity of Front and Center Streets here in Salem. And the matters that are, you will be asked about, apply only to one phase of the cases. There are two phases to the cases as I view it, one is the issue of liability, whether or not the State, for instance, is liable for alleged lessening of value of the properties. And likewise, is the City liable. And that's one phase, that's the liability questions. And the other phase is, if they are liable, what is the amount of the lessened value. We have tacitly agreed, and I think maybe formally agreed that if the motion for summary judgment is not granted -- well, in any event, that following the motion for summary judgment, that these two features will be considered separately. They use the term for that sometimes, biforcated issues, or segregated issues, that is, the segregation between liability and amount or extent of compensation.

MR. HAMPTON: Oh, I think, Mr. Rhoten, the record should show, as far as the State is concerned, I've discussed that subject matter with you, but we haven't made any determination, final determination, as of this juncture whether or not that is our opinion as to the way it should be done. It may well happen, but it isn't a closed issue yet, as far as the State is concerned.

MR. RHOTEN: Very well.

MR. DeMARTINO: With respect to the City, I've always, in this case, and I've talked to Mr. Rhoten, he's mentioned it to me, and I've always indicated that we'd be trying to cooperate with whatever the State of Oregon did. On that -- with respect to that issue.

MR. RHOTEN: Well, I make this observation that I am assuming that the court would have a, an avenue that could be filed -- could be pursued, and that is -- or followed, and that the court could on its own motion segregate the issues or order segregation of the issues.

MR. HAMPTON: Well, I think, probably it isn't necessary to determine this, if we do agree, of course, then that will be the end of it. If we don't, then either or both of us could explore by motion whether the court would follow that path. So we probably don't have to decide that today.

MR. RHOTEN: I don't think we have to decide it now. I say we could, by motion, but my view would be that we could, or the court could on its own motion.

MR. HAMPTON: Well, I'd hate to say that a court can't do anything, they are pretty powerful folk.

(Mr. Rhoten continuing) Well -- very well. I have, let's say, unusually limited information about some matters concerning your office, and so if you don't mind I'm going to ask a little bit about your role, and then some information about this particular situation as you know it from your records. What is the -- I know this is statutory, I guess, but could you just give us just briefly, as a preliminary, the governmental structure of the Department of Transportation?

A. Yes sir. The Department of Transportation has five basic divisions: The Transportation -- The Highway Division; The Motor Vehicle; Public Transit; Parks; and Aeronautics. They are governed, policy-wise, by the Oregon Transportation Commission, which is a five-man group appointed by the Governor. The Commission meets regularly, and in the course of that they approve and consider policy matters relating to the divisions and sections of the operating units. The records are maintained of all their meetings. The agendas prior to the meeting, and the meeting itself, and the subsequent decisions they made are passed down through the levels of the department, and in the course of this there are many records that are generated. And the records are deposited in our office. And it's our responsibility to maintain the records and to keep them in order where they can be retrievable and usable to the Commission, or people in the department. We handle the Commission -- um -- meetings, the agenda, the -- all of the details in connection with their meetings. And we have certain other responsibilities too, but those are principally the ones.

Q And we are concerned here, I think, with the Department of Transportation, and the Highway -- what is the --

A. Division. There are five divisions in the department.

Q The Highway -- Division of Highways, or Highway Division?

A. Highway Division is correct.

Q Of the State -- of the Department of Transportation.

A. That's correct.

Q Of the State of Oregon.

A. Correct.

Q Now so that I get it a little bit better in mind, the High-- Department of Transportation is governed by a Commission. And Mr. Yturri is the Chairman currently?

A. Yes sir.

Q And the department, the Division of Highways, Oregon State Highway Division, who is the nominal head of that, and what's his title?

A. That would be Mr. Coulter. Mr. S. Coulter. And his title would be the State Highway Engineer.

Q And what is your title?

A. The Manager of Commission Services.

Q. Would that be equivalent of -- well, formerly you had the Oregon State Highway Department, and the Secretary --

A. (interposing) Correct.

Q. (Mr. Rhoten continuing) Of the Department, did you not?

A. Yes.

Q. And you have duties similar to those, except expanded for other divisions?

A. We have, as far as the Commission Services are concerned, the duties would be identical.

Q. Yes.

A. We handle meetings, set up the meetings, take care of the agenda, the minutes, and other things in connection with the Commission.

Q. Now, the Oregon State Highway Department, or the Division --

A. Division.

Q. (Mr. Rhoten continuing) As you would call it now, headed by Mr. Coulter, that formerly had more autonomy or -- well, that wouldn't be quite the right word, huh? But it was the, the department, that organization answered to this board, but now other divisions of government answer to the board.

A. That is correct.

Q. All right. Now we have here, I perhaps should ask Mr. Olson this better, but this table of organization, do you know where Mr. Olson fits in it?

A. Yes sir, I do.

Q. And how does he fit?

A. As I recall, it would be the Chief Engineer, and there would be the head of the, of various sections, one of them which would be the Technical Services Section. I'm getting down to Mr. Olson's position. Under that would be the Design Sections, who actually design the facilities.

Q. Technical Services. And then Design, huh?

A. That would be my understanding.

Q. All right.

A. And Mr. Olson would be in that section, in the Design Section.

Q. He's in the Design Section.

A. As I understand it, that's correct.

Q. All right. Now, when it comes to such a thing as designation of a State highway, does that question, or whether something is designated as a State highway, does that normally come before the Department of Transportation Board, headed by Mr. Yturri?

A. Well --

Q. Or is it determined at the division level by Mr. Coulter's organization?

A. Well, as I mentioned, the policy for the department is determined by the Commission, by the Transportation

Commission. Designation would be a policy consideration. So ultimately they would approve or disapprove a designation. It might be generated someplace below and come up to that, but I would think the ultimate decision would be with the Commission.

Q Now you have in Oregon various classes of highways. Would it be appropriate for me to ask you, or ask Mr. Olson, what those are? Are you familiar with them?

A. In general, I am. Mr. Olson would be more technically qualified than I am.

Q Well, I may ask him a similar question, but what are they in general?

A. Well, in general you would have the interstate system, which we are all familiar with, which runs up and down the valley through Salem, then also goes from Portland to Ontario, and that's the main system, being the interstate system. The system next to that would be the primary system, which is roads of lesser significance. And under that would be a secondary system of roads.

Q Now we are interested here in the highway that ran through, ran or runs through downtown Salem.

A. Um hum.

Q What would that be called?

MR. HAMPTON: You're referring to generally north-south, or east-west, direction?

(Mr. Rhoten continuing) North-south one.

A. I think that's a primary route.

Q Would not be the interstate system, or a by-pass of the interstate system?

A. No, I would say it would not be.

Q You would refer to it as a primary route; is that right?

A. I think I'm correct in that. I don't normally deal in those things, but that would --

Q We have before us in another deposition something called a 99E Redesignation Agreement.

A. Yes sir.

Q Now what is 99E? Is that an interstate highway?

A. It is not an interstate.

Q What?

A. It is not an interstate. I do not know if it's a primary or secondary.

Q It is not an interstate.

A. No sir.

Q I see. All right. Now -- but as a prime -- as a primary highway -- but primary highways generally are under the jurisdiction of the Department of Transportation. And the Division of Highways.

A. I -- in the same sense that interstate and primary and secondary, yes sir, that would be correct.

Q Um hum. Now the, let's turn to the other road, another road here, the one that passes over the Willamette River, and the bridge that we have here, which is now being reconstructed. Would that -- what type of a road would that be?

A. I honestly can't answer that. Except that it would not be an interstate highway. It would be some other primary -- secondary, or some other form.

Q. And the activity concerning the bridge would be wholly under the jurisdiction of the Highway Division and the Department of Transportation as a State activity; is that correct?

A. Well, again, you're getting into an area that I really am not qualified to answer. It's a City street in some instances when you're using it as a City street, and another instance it is probably a highway. It's probably -- so what I'm getting at, is probably under jurisdiction of both to some extent, although the extent, I do not know.

Q. I see. Well, at least the road that goes over the Willamette River is a road that is controlled to some extent by the State.

A. Yes sir.

Q. Is that Highway 26 or 22? The numbers aren't important --

MR. HAMPTON: Off the record.

(WHEREUPON, an off the record discussion was had.)

(Mr. Rhoten continuing) Well, whatever the number of the one that goes over the river.

A. Yes sir.

Q. And, for example, the Department of Transportation and its Highway Division, has a program presently underway for the reconstruction of the bridge across the Willamette River at Salem.

A. (witness nods head in the affirmative)

Q. He's nodding his head, but he means yes.

A. Yes, excuse me, that's what I meant.

Q. A little more about the method of administration of this work. When the Oregon State Highway Department, or Division, arranges for the construction or reconstruction of a road, does that matter go before the Department of Transportation Commission, the Commission, for approval?

A. Would you state that again, please?

Q. Let's say, you're letting the job for the bridge, the Salem bridge --

A. Um hum.

Q. Is that transaction consummated in the Highway Division or does it go before the Commission for approval?

A. Well, highways have a kind of gestation period. At the present time we have a plan called the six-year plan, which has plans for the next six years. These are specific plans that have Project A, B, C, D, in Marion County; C, D, E, in another county, so forth. These projects as such might or might not make it through the six years. They might drop out for some reason or another, but at least they are in a gestation sense. Ultimately as you become closer to the time that the project would be built, they become more funneled into the system, and are ultimately brought into the contract bidding procedure, in which case the plans and specifications are available to the contractors, the bidding process goes through, and they are bid, and the contract is let, and so forth. All of these things at various stages are subject to Commission review and approval.

Q Let's just take the contract for the reconstruction of the Salem bridge.

A Um -- yes sir.

Q Was this directly approved as to that separate contract by the, would something like that be directly approved at a Commission meeting? As a separate matter before the commission?

A I don't think, as a separate matter. Because we normally did things in groups -- um -- for example, a bid letting might have ten projects, 15 project on it. As a group the Commission would be aware of all of those things leading up to that point, months or even years in advance. But as the, you know, specifically one project, to approve it, disapprove it, unless it was an unusual project, it wouldn't be pulled out and singled out, as such.

Q Would the contract be approved? I don't know who the contractor is on the bridge.

A. R. A. Hatch Company. Yes, all contracts are approved by the Commission after the fact.

Q After they have been let by the Division?

A. Correct.

Q I see. So that it is safe to say that pursuant to an earlier plan, the Salem bridge was on a contract award to Hatch?

A. (witness nods head in the affirmative)

Q And approved at either, before or after the signing by the Division, by the Department of Transportation Commission. That's the Commission itself.

A. Well, after the contract letting, we review the, the bid calculations, and so forth.

Q You do that in the Commission?

A. No sir, that's done prior to Commission action. For example, today we had a bid opening, the bids were opened at 9:00 o'clock, by 9:30 we had the apparent three low bidders. Happened to be three projects. Those figures are first run through the machines for mathematical and other considerations. When it appears they are indeed correct as to the extensions, and so forth, then we go through a staff review, and ultimately are sent to the Chief Engineer who approves them, and then recommends that the Commission adopt them. In which case, they do. Commission adopts them. They send back the word to us. They usually do that by letter, or telephone in some cases. Then the contracts are drawn on the basis of the Commission approval.

Q That's all done like today?

A. Oh, no, that would be a matter of several days following it. Perhaps maybe ten days, 12 days.

Q But the Commission meets like only once a month or something like that?

A. Yes. The Commission meets once a month. However, they have a system of delegation where they delegate authority down to various pieces within the Commission, or within the department. So Mr. Yturri has been delegated the authority to approve and accept the bids that the Chief Engineer would recommend. Which the projects would be on.

Q Now, getting to this project here that involved Front Street, the Commission did apparently approve the contract on the Front Street project?

A. That is correct.

Q In the manner similar to or identical manner with that that was approved for the bridge.

A. I don't remember anything unusual about the sequence of those, that is, they were, probably went through in batches, as I mentioned, of groups of maybe ten, or three, or whatever it might be. And are approved as groups. I don't remember anything unusual about either of the ones you mentioned.

Q Now, in some of these exhibits there's reference made to the Oregon Action Plan. And I wanted to ask you about that.

MR. HAMPTON: There again, it may be more appropriate for Mr. Olson, I don't know, unless Mr. Gormsen --

MR. RHOTEN: All right.

MR. HAMPTON: If he knows anything about it. Of course, I'm not objecting to him answering, discussing it with you.

A I really do not feel qualified to discuss that.

Q (Mr. Rhoten) Let's show him one.

A Well, if it's the six-year plan, or, you know, the long-range plans, I would be familiar with those in general, yes.

Q Well, I'm going to show you out of a deposition that was taken earlier of a City of Salem employee, and he produced a paper called the Construction Finance Agreement Interstate Transfer of Project. And it has reference in it at various places to two, I think you said --

MR. CUMMINS: Three. Particular ones --

(Mr. Rhoten continuing) I'm going to show you a paper and see if you know what we -- Page 4 and 3. By the way, did you hold your present position in 1979?

A No, I did not.

Q I see. But you're familiar with the old records. And one --

MR. HAMPTON: What's the date on that particular --

MR. RHOTEN: This paper, this is an agreement which purportedly was signed by -- I don't know when it was signed.

MR. HAMPTON: I think, on the very first page there's an indication.

MR. RHOTEN: Apparently 10th month, 26th day, 1979.

MR. HAMPTON: Thank you.

(Mr. Rhoten continuing) And it says, "An Agreement entered into by and between the State of Oregon acting by and through its Department of Transportation-Highway Division." And so on and so on.

MR. CUMMINS: Here's another copy that was actually signed.

MR. RHOTEN: Oh, apparently signed by Mr. Coulter on January 21, 1980. Yes, it's in another deposition.

MR. CUMMINS: It's in the summary judgment.

MR. RHOTEN: In the motion, I guess, that he -- that the State filed.

(Mr. Rhoten continuing) Well, let's show you here -- well, I will read it, then I'm going to show it to you. This document. Apparently says on Page 2 that the County -- that really isn't material, but I will state what we are saying. Says, all work and records and so forth shall be in conformance like with federal statutes, regulations, and

"Oregon Action Plan." Then turning over the Page 3, with reference to the City, it says, "Similarly all work and records for such work shall be in conformance to federal statutes, regulations, and the Oregon Action Plan." And then in another place it says, says, "The parties agree that they will comply with," and goes on to say in the -- and the last thing is the, "Oregon Action Plan." What's that?

A. I'm sorry, sir, but I do not know.

Q. I think I'm going to need to know. There, I think, was a document --

MR. HAMPTON: Oh, Mr. Rhoten, I think the witness is in the same position I am, when you called me this morning, I hadn't heard of it. But I've located it and we have available for you a copy of an action plan, if you want to refer to it later, or now, or whatever.

MR. RHOTEN: Let's show it to him and all of us. Fine. Be a good point, a good time to find out what it is.

(Mr. Hampton passes document to Mr. Rhoten.)

MR. RHOTEN: I see. What I should do is put Mr. Hampton on the witness stand, I think, he will familiarize himself with it.

(Mr. Rhoten continuing) Tell me, Mr. Gormsen, how difficult would it be if we took this from your files and put it with the deposition?

MR. HAMPTON: Oh, I think we would like to hang onto these, they -- we can mark it, and after you look at it, if you want a copy of it, we can provide you with it. But I think we -- here, let me have it here -- well, since it's you, Mr. Rhoten, we'll let you use it for an exhibit if you like.

MR. OLSON: They change every year.

MR. RHOTEN: That's what I was going to ask him, the next question, maybe I should be asking you these questions, Mr. Olson.

(Mr. Rhoten continuing) Do you know about these plans?

A. Yes, I do.

Q. All right. Tell us what you know about them.

A. Well, they are a plan that kind of outlines what the department is going to to and how they are going to do it. There -- as the name implies, Action Plan, I suppose.

Q. Are they issued annually?

A. From what Mr. Olson has just said, yes. But that's the first I knew of it.

Q. Okay. Let me thumb through it just a minute here.

MR. HAMPTON: Off the record.

(WHEREUPON, an off the record discussion was had.)

MR. RHOTEN: Back on the record. Can this be

Exhibit 1?

MR. HAMPTON: Sure.

MR. RHOTEN: Of Mr. Gormsen's deposition.

(WHEREUPON, Plaintiffs' Deposition Exhibit No. 1, BOOK ENTITLED OREGON ACTION PLAN FOR TRANSPORTATION, 1979, was marked for identification.)

MR. RHOTEN: Let's see if I'm paraphrasing now what I have been informed by Mr. Hampton, that Exhibit 1 does not specifically refer to this work. That's your understanding?

MR. HAMPTON: Yes. It doesn't refer to individual highway projects.

MR. RHOTEN: I see. And it is generally for the guidance of the Department of Transportation in laying out projects to be accomplished by the Department of Transportation.

MR. HAMPTON: Yes, that's true, to see that these steps are followed as prescribed by federal and Commission policy.

(Mr. Rhoten continuing) All right. Now as to things that you -- I just said off the record that you're essentially a record keeper of the Department of Transportation, that is in short words one of your duties.

A That is correct.

Q And as such you have in your records and files, or would you have in your records and files copies of contracts approved by the Department of Transportation?

A. Um -- construction projects, yes sir.

Q. That's what I mean, construction contracts. And you would have agreements made with such other governmental entities as the City of Salem.

A. That's correct.

Q. Would you have such documents as would designate particular highways as being State highways?

A. Normally before designation there is an agreement that is reached, and then as a product of the agreement it ultimately might go to a designation. Yes. We would have that record. We would have the agreement.

Q. And you, you would have something that would indicate about the designation and redesignation of a State highway.

A. Yes sir.

Q. Now when it comes to the expenditure of funds for a construction project, on a State highway, how are those handled? Are the specific payments of those funds authorized by the Commission?

A. (no audible answer)

Q. Suppose that I have a contract for building a highway from here to Bend, or Newport, what role does the Department of Transportation have in payment to me for the work that I've done?

MR. HAMPTON: Let's see, excuse me, is this -- I'm -- may not be understanding your question; are you referring to the day-to-day payment of the contractor who does that, or the role, who authorizes the overall amount? I think it's a little unclear in the record as to what you're asking, Mr. Rhoten.

(Mr. Rhoten continuing) I want to know the role of the Department of Transportation, that is to say, the Commission, let's say, let's tie it to the Commission.

A. Um hum.

Q. Because that's essentially where your records are.

A. Right.

Q. Let's say that the, a contractor has a hundred thousand dollars that's been approved as being an estimate of the work done, or, the amount that is due him for work on a project, does that come to the, to the Department of Transportation in some form?

A. Well, let me outline what our office does. After the bid is accepted and awarded by the Commission, we prepare the contract, send it to the contractor for signing. He signs it. It's returned to us and counter-signed by the Chief Engineer and the Chief Counsel. Then we are essentially done with it. It goes then to the field operations and they take care of the payments and the schedule of payments and so forth. So our office has really no part of the payment process. It's done by our accounting section.

Q Not payment by payment approved by the Commission at meetings.

A. I would have to answer that as no. In the process someplace, there are no doubt Commission approvals of those, but I don't know just where it would be in the process. Could be in the delegated authority process where the Commission had delegated down to a certain people in the department.

Q Um hum. Would it be true that no payments are made out of that without in some manner having been authorized by the Commission, delegated or direct authorization?

A. Well, the fact that the Commission has accepted the contract and signed it by an authorized person, that's the start of the process. And an indication the Commission wants this job done in some fashion for this many dollars.

Q But the control as to the amount is governed usually by someone in Mr. -- like Mr. Olson's role, who has approved, let's say, an entire payment?

A. You mean, amount --

Q Yes.

A. The amount of the payment --

Q Yes.

A. I can only tell you my understanding of that process because I do not work with it. But the contractor submits his cost to the resident engineer, his payroll and so forth, then they pay him a monthly, usually monthly increment of that amount, that is, he is paid in monthly incremental payments based on the work that he has done.

Q Then it goes to the project engineer, and thence to, you know, Mr. Olson knows, I think --

A. I can only assume it comes up through the construction engineer, from the resident people, up through the construction, and that's an assumption.

Q But does it get to your office?

A. No sir.

Q Or to the Commission meetings?

A. Not in -- not in the sense of an individual payment, no.

Q It does not, um hum. Now -- but that in general is the manner of payment.

A. The one I just described, yes sir.

Q Yes. The one you just described.

A. Yes sir.

Q Now, what is your understanding from where, and you're at the place where they, the power of the Department of Transportation is exercised, that is, is authorized, what is your understanding as to the design features of a project? How does that work, and in what form does that get to the Commission?

MR. HAMPTON: Let's see, I think we have covered that as to a degree, you talked about the six-year plans, and those sorts of things. You're -- in more mechanical --

MR. RHOTEN: Yes, mechanical.

MR. HAMPTON: (continuing) Routing. If he knows -

(Mr. Rhoten continuing) Yes, mechanically, how is it done?

A. Well, maybe by describing a typical Commission meeting it might throw some light on it. As I mentioned there are five operating divisions; there are a few other staff people, the Chief Counsel, and so forth, who regularly attend the meetings. They are public meetings, there is usually 50 or 60 people there. A typical agenda will have a Director's report, where he gives the matters of specific local immediate interest. Then they go to each of the departments, each of the divisions, I should say, and they give a report, the Chief Engineer, the Highway Engineer would give a report. Usually in those reports, they are comprehensive, And keep the Commission informed of their, not only their monthly activity, but their overall conceptual activity. And in that there would be material that would relate to their general plan on projects, their, the status of their financial balances, and their general operating procedures for that general period of time, and maybe for a longer period of time depending on which report he may make. But the -- the State Highway Engineer does report to the

Commission each month at the meeting in that sense and in that fashion.

Q And those reports are oral.

A. Yes sir. Well, they can be accompanied by written material.

Q I see.

A. One of them, I dare say that action plan was passed on as, along with many other documents that are generated in the department.

Q Would the design, for example, of this Front Street project be submitted to the Commission? As a plan, or --

A. Well, the Commission, the Department of Transportation builds hundreds of projects. And to say that the Commission sees every design of every project would be stretching a point. I don't think they do. Major projects, I'm reasonably certain they see most of the material, the basic material on the design and so forth. I assume that, I don't know that, but I think they do. They appear to be aware of -- they seem to have a lot of conceptual idea about the whole program, the overall program.

Q Well, you're following this on a, on a -- well, hourly basis, as a matter of fact --

A. (interposing) Yes.

Q (Mr. Rhoten continuing) Meeting by meeting basis. My next question has to do with the relationship, if you know, as to the concept of this Front Street project as related to the bridge, would you agree with the proposition that the Front Street project, and you live here and you know the matter from seeing it --

A. Um hum.

Q (Mr. Rhoten continuing) Was at least partially instigated or required because of the plans for the development of the bridge project --

MR. HAMPTON: We would object to this particular question on two grounds; one, of course, that the witness is the secretary and has indicated that, that he is familiar with the functions of other departments, and the -- um -- and beyond that the question is indefinite. We are getting into a point that may well affect, and so I think your question should be specific as to this particular witness' knowledge, officially rather as --

MR. RHOTEN: All right.

MR. HAMPTON: And we would object to him -- questions, just what he might know, just driving down the street. I know I'm not being -- in essence what I'm asking you to do is make your question more specific.

MR. RHOTEN: I will ask him further.

(Mr. Rhoten continuing) Do you know which -- I think you do from your records, but, and I think you know, that the plans for the bridge preceded the plans for the Front Street development.

A. I couldn't answer that, Mr. Rhoten.

Q. You don't know. As you sit here, you don't know.

A. Simply because it seemed to me the first plan that I ever saw for the Center Street or Marion Street bridge was a number of years ago, and I don't think it looked like, much like the present one. There's a lot of things are developed and discarded, and, you know, redeveloped, and --

Q. Yes, I gathered that.

A. I'm trying to answer your question, but I don't know --

Q. You don't know.

A. No.

Q. The import of my question is that, I think we will be pointing out, if it is a fact, and I think it is, that the, there was a direct relationship between the two, that is, the bridge plan was more usable if the north-south traffic were routed under the approach, the eastern approach to the bridge. But you can't give me any light on that from memory of your records, is that right?

MR. HAMPTON: I think, Mr. Rhoten, the witness has indicated previously that he is not familiar with that function, and the connection, if there is a connection between the two projects. And I would instruct him not to speculate about it. And it appears to be covering the same subject matter.

MR. RHOTEN: All right. We'll make a note that the witness is under instruction not to endeavor to answer. Am I correctly stating it?

MR. HAMPTON: If I misunderstood the witness, my memory is that he said he was not familiar with that relationship, if there was a relationship, and that therefore the only thing I'm instructing him not to answer is to speculate about that subject matter if he doesn't know from his official capacity, and from the -- in other words, if he doesn't know the answer, don't speculate about it is what I'm telling him not to do.

MR. RHOTEN: All right.

(Mr. Rhoten continuing) Let's see if I understand him correctly. You don't know when the bridge project started; is that correct?

A. That is correct. Speaking of the design part?

Q. Yes.

A. Yes. I do not know.

Q. You do not know.

A. No sir.

Q. But your records would show that, if we spent a day in court, probably we could dig it out.

MR. HAMPTON: Off the record.

(WHEREUPON, an off the record discussion was had.)

(Mr. Rhoten continuing) Now, let's go back, if you don't mind, to this paper that I referred to about the redesignation agreement. I'm going to show you the paper, or a copy of the paper, it is out of Ralph W. Lambert's deposition transcript. Mr. Lambert's deposition was taken June 3, 1981, and in that is the paper I earlier referred to. It is dated up in the upper left-hand corner, 11th month, 3rd day, 1976. And in the right-hand corner says, Miscellaneous Contracts and Agreement Number 5938. And heading of it is 99E Redesignation Agreement. Now typically would that be a part of the Commission's record?

A. Yes, it would appear to be a fair sample.

Q. It would be typically a part of the records filed in your office?

A. Yes sir.

Q. I read from that, if I can, just a moment here, from that document, a copy of it, under the recitals, it says, and I'll try and read the sense of it rather than all of it: For the purpose of furthering the development of the highway system, of a highway system, adapted to the needs of the people of the State of Oregon. And so on and so forth. And it -- the three agencies, let's see, three? Well, somebody proposes to improve portions, that is, referring to this highway, or this roadway, for redesignation of the route of Pacific Highway East and do certain things to accomplish the redesignation. What is meant by the word "redesignation," in parlance in the Commission's activity?

MR. HAMPTON: There again, if -- if the Commission has no specific redesignation, and may refer to Webster's Dictionary, you may refer Mr. Rhoten to that. Not being facetious. In any of these questions, not having had your deposition taken before, if there's anything you don't know, satisfactory evidence is saying, "I don't know." If it's something you're not sure of, you're not required to, and Mr. Rhoten wouldn't want you to speculate about something you didn't know, so --

(Mr. Rhoten continuing) I concur in what Mr. Hampton says. And if you don't know what is meant by redesignation, that would be fine to say so, that you don't know what is meant by redesignation.

A. In a technical sense, I suppose I don't know.

Q. All right. Let's ask the same question about the word designation. As a highway. What is meant by the word designation as applied to a highway?

A. Well, we are into kind of a semantic situation here. I think maybe I know one when I see one, but I don't know how to describe it, perhaps.

Q. Would it be correct to say that you can't answer the question as to what is meant by the word designation as used in documents such as this?

MR. HAMPTON: I think we have a slightly different question. The first, beginning of it was what is the Commission's meaning of redesignation. Now, I guess you're asking for the witness', what the word means to him, is that correct?

MR. RHOTEN: Yes. I guess so. I'd asked what it means to him.

A. Well, one of your first questions was relating to the types of highways they had.

Q. Yes.

A. And the answer was that they were interstate, primary, secondary, and so forth.

Q. That's right.

A. Those were designated. At sometime or another by someone as to their function or character, or length, or use, or something else. So the term designation in that sense would be explained in that sense.

Q. That would be an act of the State of Oregon acting through its Highway Division, or now the Department of Transportation?

A. I don't know that the specific, you know, designation as such, that I've ever heard that in a Commission meeting, I mean, in a sense of defining designation.

Q. And what about the word redesignation?

A. I've seen that in documents, and so forth. But again, the answer would be the same, I've never known it to be discussed minutely.

Q. Would there be minutes of the Commission relating to the designation or redesignation of highway -- of this primary highway, whatever kind of a highway this is?

A. We searched our records. Yes, there are references in the minutes to that specific operation, project.

Q. The redesignation?

A. I can't remember whether the term was designation or redesignation.

Q. I see.

A. We did -- the way we interrogated the minutes was we interrogated them, which county, and we segregated all of Marion County, then we went down and segregated function, and so forth, and came out with a number of document pages from the minutes.

Q. Then you segregated them and brought them here today?

A. Yes sir. The ones we segregated.

Q. Well, let's take a look at the ones you segregated and brought.

A. Okay.

MR. HAMPTON: Off the record.

(WHEREUPON, an off the record discussion was had.)

MR. RHOTEN: Well, we have been handed a package which appears to be a good many pages. Do you have another copy?

MR. HAMPTON: Oh, I can make a set of that for you, or a copy of it, before we get out of here today if you want to.

Q (Mr. Rhoten) All right. And the heading says, Minute Search for Front Street By-pass Marion County, City of Salem (contract 9101) Commission approval items. Is that the contract with Hatch Brothers for this job?

A Yes sir. R. A. Hatch and Company.

Q All right. R. A. Hatch and Company. And the search was done, you say, by an IBM search on this note, partly, and then partly manually?

A That's correct.

Q It was done under your general supervision?

A Yes sir.

Q And you think that this does refer to the -- or gives us the information references as to the Commission records, minutes?

A That is correct.

Q Not necessarily all the records.

A That's right.

Q But all the minutes.

A Yes sir. We searched the minutes.

MR. RHOTEN: All right. We are going to hand this to the reporter and have it marked as an exhibit. Then you can give us a copy, as you can, or give us the original, and retain it, and then we'll go from there.

(WHEREUPON, Plaintiffs' Deposition Exhibit No. 2, was marked for identification.)

Q (Mr. Rhoten) Now this Minute search which is Exhibit 2, is not all the records, because there are additional records in the files that, in the Commission office -- in your office.

A There are some in our office. There are some in what we call a general file, which is a separate room, and is not under my direct supervision, but that is a file that is generally used by various people in the department.

Q In the Highway Department.

A Yes sir. It is in an office adjacent to our office.

Q I see. And those would be available --

MR. HAMPTON: Mr. Rhoten, I, in case you might want to look at them, they may not be technically under his jurisdiction, but at least I brought them with me, if you want to refer to them.

MR. RHOTEN: Maybe we ought to see what we have.

MR. HAMPTON: And there's a set of plans you were interested in up there too.

MR. RHOTEN: Are these copies that were made, or --

MR. HAMPTON: No. This is the original record.

MR. RHOTEN: Original record.

MR. HAMPTON: Off the record.

(WHEREUPON, an off the record discussion was had.)

(Mr. Rhoten continuing) Well, let me ask you this, would this Exhibit 2 tie into those records so that we could, in some manner, that is, this stack of records that is about a foot high --

A. The stack of records, and I just examined them in a cursory fashion, seemed to relate to Contract 9101. And 9101 as a matter of Commission business is the Hatch contract. So in that sense, they would, they are a Commission matter of business.

MR. RHOTEN: Off the record.

(WHEREUPON, an off the record discussion was had.)

Q (Mr. Rhoten) There have been a number of folders produced here by Mr. Hampton, which apparently are the Commission's files with respect to the Hatch contract. And that these are in the file office which is adjacent to Mr. Gormsen's office, or nearby. And these would be made available for someone from our office to examine them at some convenient time at that office; is that correct?

A Yes sir.

MR. HAMPTON: Mr. Rhoten, with reasonable notice, which I'm sure you would give us, we would make them available to you at your convenience.

Q Well, we may thumb through them just a moment. But did you say you did have a copy of the construction contract?

A Yes sir, we have that.

MR. HAMPTON: The contract of the -- or the plans, we have both.

MR. RHOTEN: The plans. I don't mean the contract.

Q Let's refer also, you have the original contract, the -- a copy of the contract?

A Yes sir.

Q Now we had that at the, we inquired about it at the deposition of a City man, but he said he didn't have one. And you're showing me one. How many of those do you have?

A We normally prepare three copies. Let's see now, how does that work, we prepare three copies, we sent three to the contractor, he keeps one for his records and sends us back two signed copies.

Q I guess what I'm asking you is this, one, whether you would or would not mind parting with this in your deposition.

A That's an original.

Q I'm sorry.

A That's an original contract. That's our office copy.

MR. HAMPTON: Mr. Rhoten, I know there's a great number of unsigned copies that are prepared. Some projects, they get to be like hen's teeth, some projects there are a lot of them left. We may be able to find a copy for you. If not, and you were interested in it, at a nominal charge per page, we could copy you one. As of now I have no idea whether it's -- whether there's a lot of copies floating around, or whether it's one where they are rare. But we can sure find that out for you.

Q Okay. But at any rate there is a contract which he's showing me, which has the -- which has the, which is some pages. This is the contract which purports to be a, the contract signed by R. A. Hatch Company, and says that it is a contract entered into March 21, 1980, by and between the State of Oregon, by and through its Transportation Commissio hereinafter called the State and R. A. Hatch Company, an Oregon corporation. Now those were the parties to the contract. That's correctly --

MR. HAMPTON: Yes. My understanding, in accordance with previous testimony, the State prepared the contract and awarded it. There's a relationship with the City that was discussed in other depositions, but as far as preparing that contract, it was done by the State.

MR. RHOTEN: They prepared the contract and were, were parties, the parties to it.

MR. HAMPTON: It's obvious, you're looking at it.

MR. RHOTEN: And the City was not a party to it.

MR. HAMPTON: That question -- that question seems to be directed at me. And my understanding is the same, that the City was not a signed to party to the agreement iself.

MR. RHOTEN: Okay. All right.

THE WITNESS: That's a common practice when a County or City is involved, the State would sign in a joint fashion for them.

MR. RHOTEN: This contract was for the principal and nominal amounts subject to all its terms of three million, eight hundred forty-seven dollars -- $3,847,667. Okay. If you want to go ask them about giving us a copy of those minutes now, this would be a good time to do it.

MR. HAMPTON: We can take a break now.

(WHEREUPON, a recess was taken in the proceedings.)

MR. RHOTEN: Let the record show that we are adjourning this deposition, and that should there be an indication that further information can be furnished through Mr. Gormsen, that we would accommodate and see if we can take it at a later time.

MR. HAMPTON: Yes. Now my understanding, Mr. Rhoten, was that you were essentially completed. If you want any further -- anything further from Mr.

Gormsen, that should be done today. And we are not agreeing to an open continuation of the deposition. But if there is something that develops where you want, want him for a few more questions, we can call him back over from his office and handle it today, I'm sure.

MR. RHOTEN: Today. But what about if it's a week from today?

MR. HAMPTON: I would -- I would prefer that you complete his deposition rather than leaving it open. So if you've got some more questions, feel free, or if you want to reserve that possibility until after Mr. Olson's --

MR. RHOTEN: Well, I don't think I'm willing unequivocably to close the deposition.

MR. HAMPTON: Well, you already did once. Let's just leave it for the time being, I don't think we have a problem here.

MR. RHOTEN: I don't think we have.

MR. HAMPTON: But if there is anything further, we can probably get it in today.

MR. RHOTEN: We will endeavor to do the best we can about getting the information from these gentlemen within the time limits or ability limits, and go from there.

MR. HAMPTON: Sounds good.

MR. RHOTEN: Thank you very much, Mr. Gormsen.

(CONCLUSION)

STATE OF OREGON)
)ss.
County of Marion)

I, JEROME V. BRUNSMAN, a Notary Public for Oregon, hereby certify that, pursuant to the stipulation of counsel for the respective parties hereinbefore set forth, ROBERT W. GORMSEN personally appeared before me on Thursday, March 4, 1982, at the hour of 1:15 o'clock p.m., in the Conference Room of the Department of Justice, Salem, Oregon;

That said witness was by me first duly sworn to testify the truth, the whole truth, and nothing but the truth, and was then examined upon oral interrogatories propounded on direct examination by Mr. Geo. A. Rhoten, who appeared as counsel for the plaintiffs; that said examination, together with the testimony of said witness, was taken down by me in Stenotype, and thereafter reduced to typewriting, and the foregoing Transcript, pages 1 through 45, both inclusive, constitutes a full, true and correct record of said examination of and testimony given by said witness, and of all other oral proceedings had during the taking of said deposition.

WITNESS MY HAND AND NOTARY SEAL At Salem, Oregon, this ________ day of March, 1982.

/s/ ______________________
Jerome V. Brunsman
Notary Public for Oregon
My commission expires: 4/18/83

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

Case No. 125517

ARGO INVESTMENT CORP., an corporation,)
Plaintiff,)
v.)
THE STATE OF OREGON, by and through its DEPARTMENT OF TRANSPORTATION and THE CITY OF SALEM, a municipal corporation,)
Defendants.)

AFFIDAVIT OF ROBERT W. GORMSEN

STATE OF OREGON)
) ss.
County of Marion)

I, ROBERT W. GORMSEN, being first duly sworn, depose and say that:

I have been employed by the Oregon Highway Division and the Department of Transportation in various capacities for the past 21 years. On January 1, 1980, I was appointed as Manager, Commission Services, for the Department of Transportation. As Manager, Commission Services, I maintain the files and records of the Oregon Transportation Commission, and the Department of Transportation, including the Highway Division. I maintain the Commission's minute books that record official actions taken

/ / /

/ / /

by the Commission over the years. I also maintain the maps, records and files that indicate the historic and present routes of all state primary and secondary highways. I also file and maintain original agreements entered into by the Transportation Commission, the Department of Transportation, and its Highway Division.

The Division Street-Trade Street section of the Front Street project was a City of Salem project. Said project was financed by federal transfer funds withdrawn from the I-305 freeway (which was not constructed) and with city matching funds. Attached hereto as Att. 1 is a construction finance agreement dated April 18, 1979 covering the said project. Attached hereto as Att. 2 is an amended construction finance agreement dated October 26, 1979. Although the Highway Division prepared the construction plans, awarded the contract and administered the contract under resident engineer Clifford Lehman, the State of Oregon did not contribute funds to the project and was reimbursed for its activities on the project.

The Division Street-Trade Street section of Front Street has never been and is not now the route of an Oregon state highway.

Neither the Oregon Transportation Commission or its predecessor, the Oregon Highway Commission, have by resolution or otherwise ever designated said section of Front Street as the route of a state highway.

/ / /

Neither the Oregon Transportation Commission or its predecessor, the Oregon Highway Commission, have ever by resolution or otherwise requested that the City of Salem close Center Street at its intersection with Front Street.

I make this affidavit in support of defendant State of Oregon's Motion for Summary Judgment.

Robert W Gormsen
ROBERT W. GORMSEN

SUBSCRIBED AND SWORN to before me this 28th day of December, 1981.

Frances K. Neavoll
Notary Public for Oregon
My Commission Expires: 8-9-82

MISC. CONTRACTS and
AGREEMENTS No.

Approved: L. E. George
MCH:pf
4/18/79

Misc. Contracts & Agreements
No. 6119

CONSTRUCTION-FINANCE AGREEMENT
INTERSTATE TRANSFER PROJECT

THIS AGREEMENT is made and entered into by and between the STATE OF OREGON, by and through its Department of Transportation, Highway Division, hereinafter referred to as "State"; and the CITY OF SALEM, a municipal corporation with the State of Oregon, acting by and through its City Officials, hereinafter referred to as "City".

WITNESSETH

RECITALS

1. Front Street is a part of the Federal Aid Urban System under the jurisdiction and control of City, and has been designated FAU Route No. 1705.

2. By the authority granted in ORS 366.775, State and City may enter into agreements for the construction, reconstruction, improvement, or repair of any street, highway or road upon such terms and conditions as are mutually agreeable. Under said authority, State and City plan and propose to construct the Division Street-Trade Street Section of Front Street (FAU 1705), hereinafter referred to as "project". The location and limits of said project are approximately as shown on the sketch attached hereto, marked Exhibit A, and by this reference made a part hereof. Said project shall be financed with interstate transfer funds withdrawn from the I-305 Freeway and City matching funds.

3. It is proposed that the project will consists of all work necessary to widen Front Street to accommodate four lanes of traffic north and six lanes of traffic south of Center Street, connections to existing and future Marion and Center Street bridge ramps, relocate railroad tracks to west side of roadway, and provide necessary traffic signals, illumination, landscaping, irrigation and sidewalk/bikeways. All engineering services, eligible utility relocations and construction work shall be included in the total costs and participation.

NOW, THEREFORE, the premises being in general as stated in the foregoing RECITALS, it is agreed by and between the parties hereto as follows:

Attach-1

THINGS TO BE DONE BY STATE

1. State shall submit a program to the Federal Highway Administration with a request for approval of all engineering services, eligible utility relocations and construction for the project. Said program shall include services of both State and City. State shall notify City in writing when authorized to proceed with each phase of the work.

2. State shall arrange conferences with City during construction of the project to review the work in progress and assure conformance with City's project request. As a minimum, a pre-construction conference shall be arranged prior to proceeding with the contract work and at any time alternates are to be considered. State shall submit final plans and estimates for City review and approval prior to advertising for contract bids.

3. State shall prepare the contract documents, advertise for bids, award all contracts, and furnish all construction engineering, material testing, inspection and resident engineer services for construction of the project.

4. State shall, upon receipt of an itemized statement, reimburse City for its actual participating costs incurred in behalf of the project.

5. State shall, in the first instance, pay all costs of the project, submit all claims for federal aid participation to the Federal Highway Administration in the normal manner, compile accurate cost accounting records and, upon completion of the project, furnish City with an itemized statement of the actual total cost of the project.

THINGS TO BE DONE BY CITY

1. City shall, upon award of a contract, assign a liaison engineer to assure that construction of the project is in conformance with City requirements and standards. The liaison engineer shall act as the coordinator between State and the various interested City Departments during construction of the project.

2. City shall, prior to the commencement of any phase of work covered by this agreement, deposit with State a sum of money equal to 100 percent of the difference between the estimated total cost of said phase of work and the amount anticipated to be contributed by the Federal Highway Administration. When the actual total cost of the project has been computed, an adjustment in City's matching share of the cost will be made.

3. City shall not undertake any phase of the project prior to receiving written authorization from State. All work and records of such work shall be in conformance to Federal statutes, regulations and the Oregon Action Plan.

4. City shall relocate, or cause to be relocated, all utility conduits, lines, poles, mains, pipes and such other facilities where such relocation is necessary in order to conform said utility and other facilities with the plans and ultimate requirements of the project. Only those utility relocations which are eligible for federal participation under Federal Aid Highway Program Manual, Volume 1, Chapter 4, Section 4, shall be included in the total project costs and participation; all other utility relocations shall be at the sole cost of City or others.

5. City shall, five weeks prior to the bid opening, furnish State with an estimate, based on the plans for the project, of the cost of eligible reimbursable utility relocation work so the work can be properly coordinated into the project and receive proper authorization.

6. City shall submit to State billings of eligible reimbursable expenses incurred by City, for periods of not less than two months' duration based on actual expenses to date.

7. Upon completion of the project, City shall not permit any encroachment upon the project right-of-way which will cause more than a temporary obstruction to the free and convenient flow of traffic over the project; and City shall not impose any regulations of traffic which shall unduly hinder the flow of traffic upon the project by granting preference to traffic entering from other intersecting roads or streets.

8. City shall, upon completion of said project, control all parking on this project. Any alterations in regard to traffic control measures shall have concurrence of State.

9. Upon completion of the project, City shall thereafter at its own cost and expense, maintain and operate the project in a manner satisfactory to the State and/or Federal Highway Administration.

10. City agrees that should it cancel or terminate the project prior to its completion, it will reimburse State for any costs that have been incurred by State in behalf of the project.

11. City shall adopt a resolution authorizing its City Officials to enter into this agreement and the same shall become a part hereof and attached hereto.

GENERAL PROVISIONS

1. The parties hereto mutually agree and understand that City shall contribute 100 percent of the difference between the actual total cost of the project and the amount contributed by the Federal Government.

2. The parties hereto agree and understand that they will comply with all applicable Federal and State statutes and regulations, including but not limited to: Title 6, U.S.C., Civil Rights Act; Title 18, U.S.C., Anti-Kickback Act; Title 23, U.S.C., Federal Aid Highway Act; Titles 2 and 3 of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970; and the Oregon Action Plan.

3. Provisions of state and federal law applicable to public contracts and agreements of this type are hereby incorporated by reference as if fully set forth herein.

IN WITNESS WHEREOF, the parties hereto have set their hands and affixed their seals as of the day and year hereinafter written. City has acted in this matter pursuant to Resolution No. 79-110, adopted by its City Council on the 7th day of May, 1979.

This project was approved by the State Highway Engineer on March 29, 1979, under delegated authority from the Oregon Transportation Commission.

The Oregon Transportation Commission, by a duly adopted delegation order, authorized the State Highway Engineer to sign this agreement for and on behalf of the Commission. Said authority is set forth in the Minutes of the Oregon Transportation Commission.

DATED THIS 7th day of May, 1979.

APPROVED

E. T. Hunter

Asst. State Highway Engineer

Approved as to form:

William J. Juza

City Attorney

APPROVAL RECOMMENDED

C. O. Fredrickson

Region Engineer

STATE OF OREGON, by and through its Department of Transportation, Highway Division

H S Coulter

State Highway Engineer

Date 6/5/79

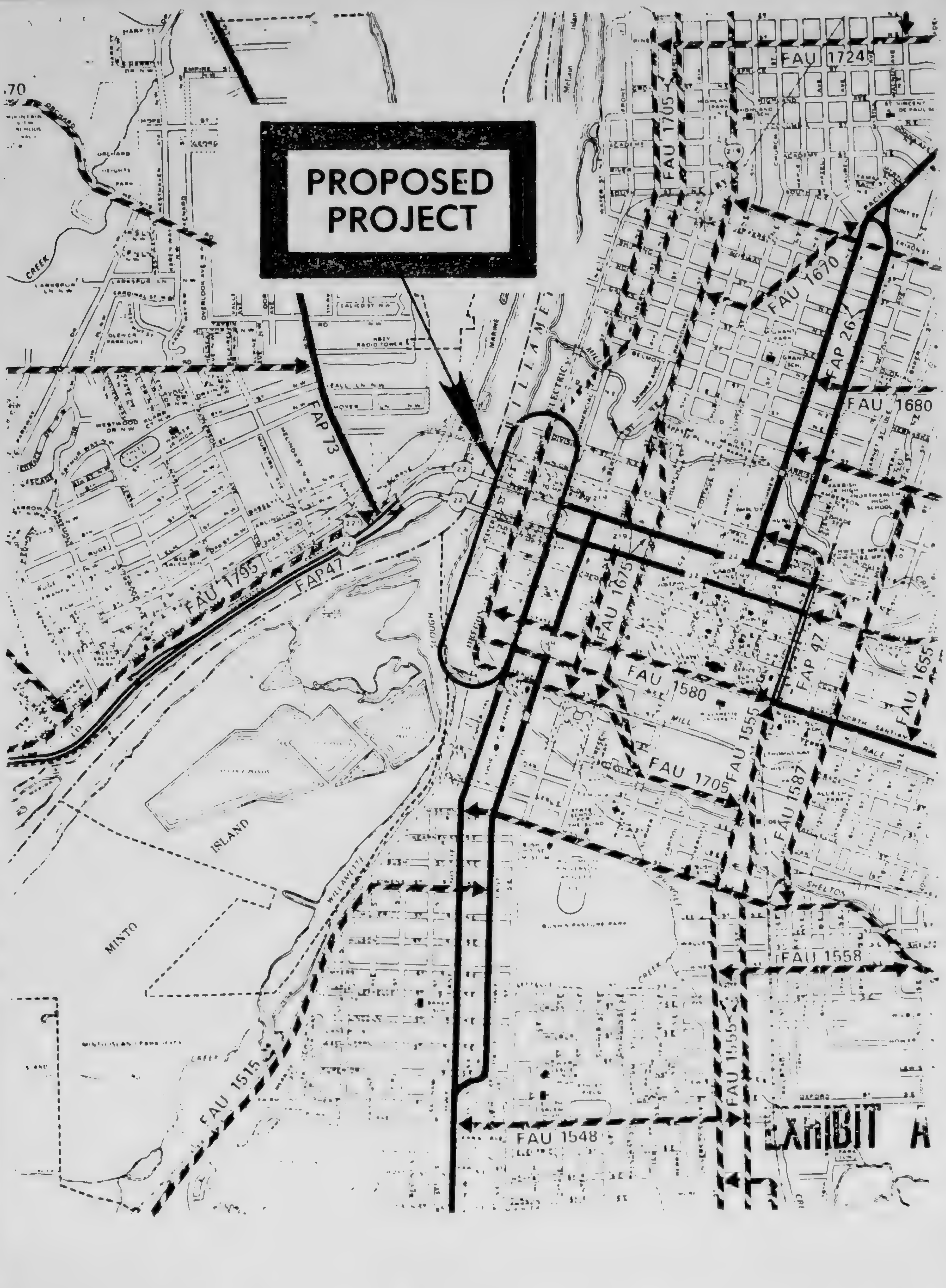
CITY OF SALEM, by and through its City Officials

By

Mayor

By Patricia Wolfe

Deputy City Recorder


PROPOSED PROJECT
FAU 1724
FAU 1705
FAU 1670
FAP 26
FAU 1680
FAP 73
FAU 1795
FAP47
FAU 1675
FAU 1580
FAP 47
FAU 1655
FAU 1555
FAU 1705
FAU 1587
FAU 1558
FAU 1515
FAU 1548
MINTO
ISLAND
EXHIBIT A

CERTIFICATION

STATE OF OREGON)
COUNTY OF MARION) ss
CITY OF SALEM)

I, Betty J. Marsh, hereby certify that I am the duly appointed, qualified and acting Recorder of the City of Salem, Oregon; and

I FURTHER CERTIFY that the attached copy of City of Salem Resolution No. 79-110 adopted by the City Council on May 7, 1979, has been prepared by me, compared with the original and is a true and correct copy of said resolution approving an agreement relative to the Division-Trade Streets section of the Front Street FAU project.

WITNESS my Hand and the Seal of the City of Salem, Oregon this day of 9th day of May, 1979.

Betty J. Marsh
City Recorder

RESOLUTION NO. 110

BE IT RESOLVED BY THE COMMON COUNCIL
OF THE CITY OF SALEM, OREGON:

THAT the "Construction-Finance Agreement-Interstate Transfer Project" with the State of Oregon relating to the construction of the Division Street - Trade Street Section of Front Street (FAU 1705) is hereby approved and the Mayor and Recorder are hereby authorized and directed on behalf of the City of Salem to execute same.

ADOPTED by the Common Council this 7th day of May, 1979.

ATTEST:

Betty R. Marsh
CITY RECORDER

MCH:pf
10/26/79

MISC. CONTRACTS and
AGREEMENTS No.

Misc. Contracts & Agreements
No. 6119

CONSTRUCTION-FINANCE AGREEMENT
INTERSTATE TRANSFER PROJECT

THIS AGREEMENT is made and entered into by and between the STATE OF OREGON, acting by and through its Department of Transportation, Highway Division, hereinafter referred to as "State"; MARION COUNTY, a political subdivision of the State of Oregon, acting by and through its Board of County Commissioners, hereinafter referred to as "County"; and the CITY OF SALEM, a municipal corporation within the State of Oregon, acting by and through its City Officials, hereinafter referred to as "City".

WITNESSETH

RECITALS.

1. Front Street and the Ferry Street - Trade Street Couplet are a part of the Federal Aid Urban System network under the jurisdiction and control of the City of Salem, and has been designated as FAU Route No. 1705.

2. By the authority granted in ORS 366.770 and 366.775, State, County and City may enter into agreements for the construction, reconstruction, improvement or repair of any street, highway, road or bridge upon such terms and conditions as are mutually agreeable to the contracting parties. Under said authority, State, County and City plan and propose to construct the Division Street - Church Street Section of the Front Street Bypass, hereinafter referred to as "project". The location and limits of said project are approximately as shown on the sketch map attached hereto, marked Exhibit A, and by this reference made a part hereof. The project shall be financed with Interstate Transfer (e)(4) Funds withdrawn from the I-305 Freeway and local matching funds to be provided by County and City with no expense to State.

3. It is proposed that the project will consist of all work necessary to widen Front Street to provide four lanes of traffic north and six lanes of traffic south of Center Street, connections to existing and future Marion and Center Street bridge ramps, relocate railroad tracks to west side of Front Street and remove railroad tracks on Trade Street, widen the Ferry Street - Trade Street Couplet to provide three lanes of traffic, provide necessary traffic signals, illumination, landscaping, irrigation, sidewalks/bikeways, and miscellaneous minor work on Commercial, Liberty, High and Church Streets between Ferry and Trade Streets. The State will perform the construction engineering. The required 15 percent local matching funds will be provided by the City of Salem (92.5%) and Marion County (7.5%), approximately. All engineering, eligible utility relocations and construction work shall be included in the total project costs and participation.

Attach-2

4. By the authority granted in ORS 366.425, as amended by Chapter 365, Oregon Laws, 1979, any county or city may deposit moneys, or an irrevocable letter of credit, with the Department of Transportation for performance of work upon any public highway within the state. When any money or a letter of credit is deposited, the state shall proceed with the project. Money so deposited shall be disbursed for the purpose for which it was deposited.

5. This agreement is intended to supercede and take precedence over that certain agreement (No. 6119), dated June 5, 1979, pertaining to the Division Street - Trade Street Section of Front Street.

NOW, THEREFORE, the premises being in general as stated in the foregoing RECITALS, it is agreed by and between the parties hereto as follows:

STATE OBLIGATIONS

1. State shall submit a program to the Federal Highway Administration with a request for approval of all engineering services, eligible utility relocations, and construction work for the project. Said program shall include services of State, County and City. State shall notify County and City in writing when authorized to proceed with each phase of the project.

2. State shall, as a participating expense, prepare the contract documents, advertise for bids, award all contracts, and furnish all construction engineering, material testing, technical inspection and resident engineer services for administration of the contract.

3. State shall, upon receipt of itemized statements, reimburse County and/or City for the actual participating costs incurred by County and/or City on behalf of the project.

4. State shall arrange conferences with County and City during construction of the project to review the work in progress and assure conformance with the project request. As a minimum, a pre-construction conference shall be arranged prior to proceeding with the contract work and at any time alternates are to be considered. State shall submit plans and estimates for County and City review and approval prior to advertisement for contract bids.

5. State shall, in the first instance, pay all costs of the project, submit all claims for federal aid participation to the Federal Highway Administration in the normal manner, compile accurate cost accounting records and, when the actual total cost of the project has been computed, furnish County and City with an itemized statement of said costs.

COUNTY OBLIGATIONS

1. County shall not undertake any phase of the project prior to receiving written authorization from State. All work and records of such work shall be in conformance with Federal statutes, regulations and the Oregon Action Plan.

2. County shall present properly certified bills for 100 percent of actual costs incurred by County directly to the State Resident Engineer for review and approval. Said bills shall be in a form acceptable to State and documented in such a manner as to be easily verified. Billings shall be for periods of not less than one month duration, based on actual expenses to date.

3. County shall, prior to proceeding with each phase of the work covered by this agreement, forward to State an advance deposit or irrevocable letter of credit, in the amount of approximately 7.5 percent of the difference between the estimated total cost of said work and the amount anticipated to be contributed by the Federal Highway Administration. When the actual total cost of the project has been computed, an adjustment will be made in the County matching share of costs.

4. County shall enter into and execute this agreement during a duly authorized session of its Board of County Commissioners.

CITY OBLIGATIONS

1. City shall not undertake any phase of the project prior to receiving written authorization from State. All work and records of such work shall be in conformance to Federal statutes, regulations and the Oregon Action Plan.

2. City shall, upon execution of this agreement, assign a liaison engineer to assure that construction of the project is in conformance with City requirements and standards. The liaison engineer shall act as coordinator between State and the various interested City Departments during construction of the project.

3. City shall present properly certified bills for 100 percent of actual costs incurred by City directly to the State Resident Engineer for review and approval. Said bills shall be in a form acceptable to State and documented in such a manner as to be easily verified. Billings shall be for periods of not less than one month duration, based on actual expenses to date.

4. City shall, prior to proceeding with each phase of work covered by this agreement, forward to State an advance deposit or letter of credit in an amount equal to 92.5 percent of the difference between the estimated total cost of said work and the amount anticipated to be contributed by the Federal Highway Administration. When the actual total cost of the project has been computed, an adjustment will be made in the City matching share of said costs.

5. City shall relocate, or cause to be relocated, all utility conduits, lines, poles, mains, pipes and such other facilities where such relocation is necessary in order to conform said utility and other facilities with the plans and ultimate requirements of the project. Only those utility relocations which are eligible for federal participation under Federal Aid Highway Program Manual, Volume 1, Chapter 4, Section 4, shall be included in the total project costs and participation; all other utility relocations shall be at the sole cost of City or others.

6. City shall, five weeks prior to the bid opening, furnish State with an estimate, based on the plans for the project furnished by State, of the cost of eligible reimbursable utility relocation work so the work can be properly coordinated into the project and receive proper authorization.

7. City hereby accepts responsibility for any claims for damages from grade changes requested by City. Approval of plans by City shall be considered as requesting a grade change.

8. Upon completion of the project, City shall not permit any encroachment upon the project right-of-way which will cause more than a temporary obstruction to the free and convenient flow of traffic over the project; and City shall not impose any regulations of traffic which shall unduly hinder the flow of traffic upon the project by granting preference to traffic entering from other intersecting roads or streets.

9. City shall, upon completion of the said project, control all parking on this project. Any alterations in regard to traffic control measures shall have concurrence of State.

10. Upon completion of the project, City shall thereafter, at its own cost and expense, maintain and operate the project in a manner satisfactory to the State and/or the Federal Highway Administration.

11. City agrees that should it cancel or terminate the project prior to its completion, it will reimburse State and County for any costs that have been incurred by State and/or County on behalf of the project.

12. City shall adopt a resolution authorizing its designated City Officials to enter into and execute this agreement, and the same shall be attached hereto and become a part hereof.

GENERAL PROVISIONS

1. The parties hereto mutually agree and understand that County and City shall contribute 100 percent of the difference between the actual total cost of the project and the amount contributed by the Federal Highway Administration. Said contribution shall be on the basis of 7.5 percent by County and 92.5 percent by City, approximately.

2. The parties hereto agree and understand that they will comply with all applicable Federal and State statutes and regulations, including but not limited to: Title 6, U.S.C., Civil Rights Act; Title 18, U.S.C., Anti-Kickback Act; Title 23, U.S.C., Federal Aid Highway Act; Title 2 and 3 of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970; and the Oregon Action Plan.

3. Provisions of state and federal law applicable to public contracts and agreements of this type are hereby incorporated by reference as if fully set forth herein.

4. The parties hereto mutually agree and understand that, upon execution of this agreement, that certain agreement dated June 5, 1979 shall become null and void and have no further force or effect.

IN WITNESS WHEREOF, the parties hereto have set their hands and affixed their seals as of the day and year hereinafter written. City has acted in this matter pursuant to Resolution No. 79-327, adopted by its City Council on the 17th day of Dec., 1979.

The Division Street-Trade Street project was approved by the State Highway Engineer on March 29, 1979 and the Commercial Street-Trade Street project was approved by the State Highway Engineer on September 20, 1979 under delegated authority from the Oregon Transportation Commission. The combined project shall henceforth be known as the Division Street-Church Street Section of the Front Street Bypass.

The Oregon Transportation Commission, by a duly adopted delegation order, authorized the State Highway Engineer to sign this agreement for and on behalf of the Commission. Said authority is set forth in the Minutes of the Oregon Transportation Commission.

APPROVAL RECOMMENDED

Region Engineer

STATE OF OREGON, by and through its Department of Transportation, Highway Division

State Highway Engineer

Date 1-21-80

APPROVED AS TO FORM

F. C. McKinney
County Counsel

City Attorney

MARION COUNTY, by and through its Board of County Commissioners

By
Chairman

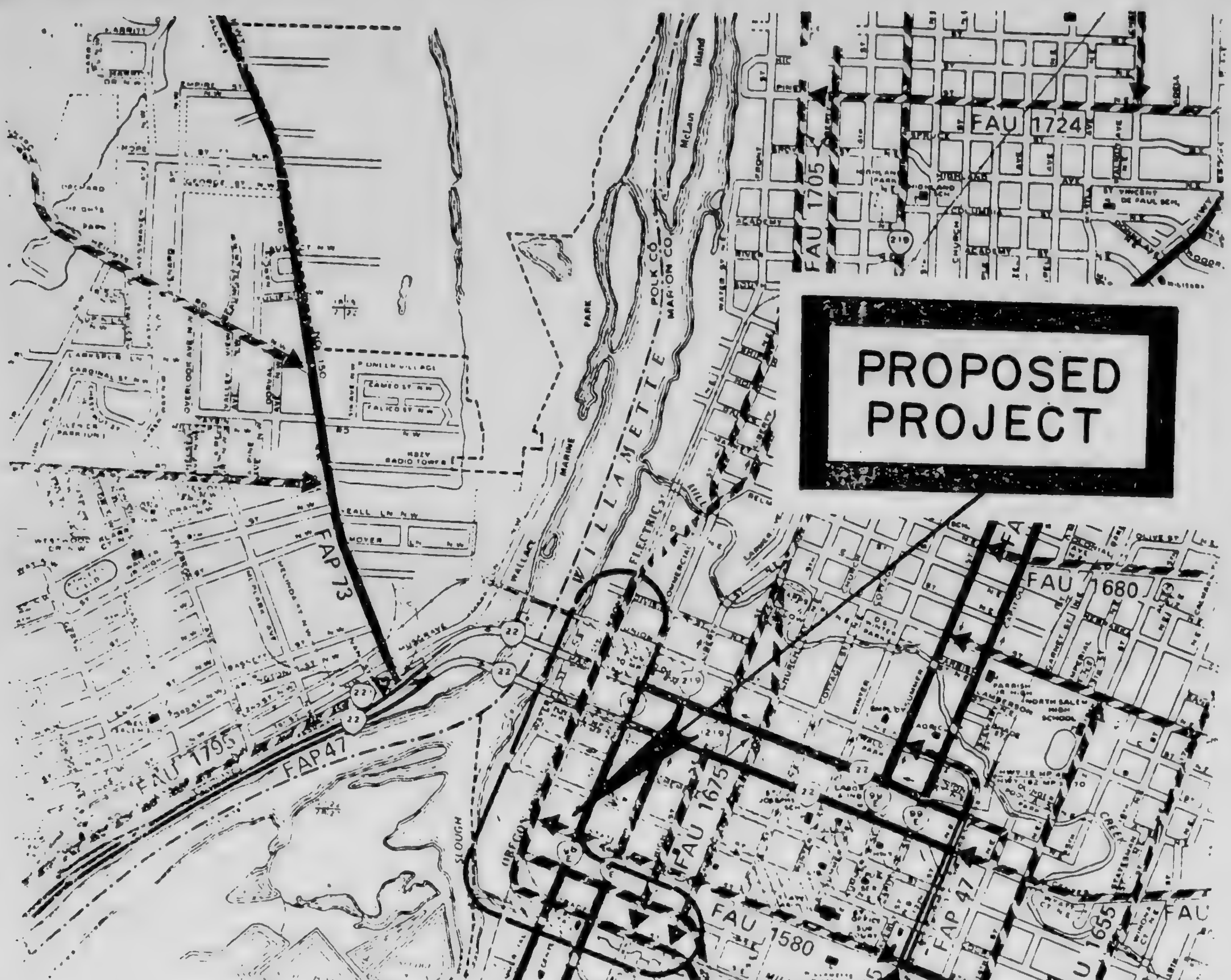
By Randall Franke
Commissioner

By Pat McCarthy
Commissioner

CITY OF SALEM, by and through its City Officials

By
Mayor

By
City Recorder



FAU 1724
FAU 1705
WILLAMETTE
POLK CO.
MARION CO.
FAP 73
FAU 1795
FAP 47
FAU 1680
FAU 1675
FAU 1580
FAP 47
FAU 1655
FAU 1555
FAU 1705
FAU 1587
NORTH SANTIAM HIGHWAY
SHELTON
FAU 1558
FAU
FAU 1555
FAU 1548
FAU 156
SLOUGH
ISLAND
22
219
99

PROPOSED PROJECT

EXHIBIT A

CERTIFICATION

STATE OF OREGON)
COUNTY OF MARION) ss
CITY OF SALEM)

I, Patricia Wolfe, hereby certify that I am the duly appointed, qualified and acting Deputy Recorder of the City of Salem, Oregon, and I further certify that the attached copy of Resolution No. 79-327 passed by the Common Council on the 17th day of December, 1979, has been prepared by me, compared with the original thereof, and is a true and correct copy of the original and of the whole thereof.

WITNESS my hand and the seal of the City of Salem, Oregon, this 2nd day of January, 19 80.

Patricia Wolfe
Deputy City Recorder

RESOLUTION NO. 79 327

WHEREAS, the council on May 7, 1979, adopted Resolution No. 79-110 approving an agreement with the state relative to construction of the Front Street Bypass Project; and

WHEREAS, thereafter on November 19, 1979, the council adopted Resolution No. 79-305 extending the limits of this agreement to include the Ferry-Trade Couplet from Commercial Street to Church Street; and

WHEREAS, the director of public works has now presented a Construction-Finance Agreement which supersedes the previously approved agreements and adds to the new agreement Marion County as a party; NOW, THEREFORE

BE IT RESOLVED BY THE COMMON COUNCIL
OF THE CITY OF SALEM, OREGON:

THAT a Construction-Finance Agreement, Interstate Transfer Project between the State of Oregon, Marion County and the City of Salem relative to the construction of the Front Street Bypass, between Division Street to Trade Street is hereby approved; and

BE IT FURTHER RESOLVED that Resolutions No. 79-110 and 79-305 be and the same are hereby rescinded.

ADOPTED by the Common Council this 17th day of December, 1979.

ATTEST:

CITY RECORDER

Grunewald.
1965 - 76.

Dr Miller introduces   1971
Chaffin - Moore and other.

Moore - showed graphics - board on Planning -
obtained consultants -
Put through traffic off of Liberty + Commercial off to Front St

Primary recommendation - alleviate heavy downtown traffic w/ramps -
carry through traffic around the core to improved
Front Street.

Leo Chaffin - chairman of downtown Committee
develop broad policy outline.
Principal recommendation - alleviate core Traffic congestion -
Lou Catlin - Consultant came up with this plan.
1. remove congestion 2. better N-S E/W movements
3. help in development of west Salem area.
Jackson - a 6 million $ project?
Timing -
common problem of downtown core relief -

Jackson - in other parts of the state we have gone along on relieving downtown congestion but it is not followed up by city future action.

Chaffin - much rebuilding + redoing in downtown Salem already going on. Many are wanting to move in.

Jackson Do you have a good urban renewal program going?

answer: Yes.

Jackson - we are willing to go along with you.

Moore. Request addressed to Porter. Timing based on beginning in 1975.

9101 accepted bid March 5-1980

accept Job June 17 1982

complete March 16 82

accepted June 17 1982 Final payment made

Price agreement -

Insurance -

3 basic questions

minute books-
resolutions- index.
Delegation orders
yes- searched.
passed a resolution to designate.
No-
No.

Rhoten

Fran. Years service.
we supplied references at his request.
9/12 1^{30} today

---

agreements - who signs.

373.050 Closing streets which intersect with state highways routed through city. (1) Whenever the Department of Transportation has located a highway in, into or through the corporate limits of a city upon or over an alignment or route not theretofore comprising a city street and has acquired the necessary rights of way therefor and constructed a highway thereover, or whenever the department, pursuant to ORS 373.010 has selected and designated streets over which to route a state highway within an incorporated city, the department may close any street at the point where it intersects or is intersected by the state highway or by the streets selected and designated as the route of a state highway, by a formal agreement with the municipal authorities of a city set out in a resolution or ordinance of the city, designating the particular streets to be closed by name and intersection.

(2) Before any municipal authorities enter into any such formal agreement with the department, such municipal authorities shall comply with all city ordinances or charter provisions pertaining to the closing of streets in the city.

(3) Before the street can be closed or dead-ended, the department shall, after investigation, find and declare by resolution that the closing of the street at the point of intersection is necessary in order to provide safety for the general public or will contribute to a more expeditious and orderly movement of traffic, or both.

373.060 State liable for street closing damages; proceedings on cause of action. (1) If by the closing of any street as provided in ORS 373.050, real property abutting on the intersected street between the point of intersection and the next street, but in no event beyond a point 300 feet from the point of intersection, is damaged, any person having any right, title or interest in any such real property has a cause of action against the state to enforce payment of such compensation or damages.

* * * * * * * * *

EXHIBIT 6

Min 1030

Minute search for Front Street Bypass, Marion County, City of Salem (Contract 9101) Commission approval items:

9-30-69	35650
6-2-70	35855
6-22-71	36169
4-19-77	1920 and 1923
4-19-77	1952
5-17-77	1972 & 1973
3-28-78	2430
7-18-78	2601 & 2603
2-8-79	2932
4-17-79	3034 and 3035
10-10-79	HSC del. auth. reports in safe
4-16-80	3565 & 3569
4-16-80	3573
4-3-80	HSC del. auth. reports in safe
4-16-80	3575
6-17-80	3677
6-17-80	3685
10-21-80	3844
4-20-81	4092
9-24-81	4299
12-15-81	4430 & 4431

1965 through 1976 done by IBM search. 1977 to current manually.

Plaintiff
Exhibit No 2
Gormsen

nature of the aggregate, and the addition of sight posts throughout the project were given as the principal reasons for the overrun.

(2) Contract No. 7211 on the Warm Springs Highway in Wasco County for an increase of $3,630 (18.25%). This was a small isolated contract with no engineering crew in the vicinity and the overrun was caused by engineering expense.

(3) Contract No. 7167 on the Century Drive in Deschutes County for an increase of $7,525 (21.7%). Omission from the original authorization of site clearing and grading by State forces was given as the cause of the overrun.

[redacted] prepared for the Portland, [redacted] and Eugene metropolitan areas were presented by the Engineer. He explained that Federal law requires continuing planning in areas having a population in excess of 50,000. Work by the three local planning agencies has been under way for several years and tentative surface transportation needs have been agreed upon by the counties and cities involved. He recommended that the Commission accept the transportation plans for each of the three areas. Chairman Jackson inquired if approval of the transportation plans obligated the State for adoption of highway routes or expenditure of funds, and he mentioned that the CRAG delegation would appear later in the day concerning the Multnomah Boulevard-Johnson Creek Route. The Engineer replied that acceptance of the plans does not mean that the routes shown become state highways or state projects. A separate action by the Commission would be necessary to do that. The Commission accepted the plans as presented.

Construction on the Wilson River Junction-North Plains Section of the [illegible] Highway in Washington County was discussed. The Engineer explained that the project [illegible] listed on Program XI at an estimated construction cost of $2,300,000. However, the project has been selected for financing through the issuance of bonds and he recommended that the project be removed from Program XI and contracted as soon after July 1, 1970, as possible with bond financing. The Commission accepted his recommendation.

Payment of Oregon's allocated share in support of AASHO Materials Reference Laboratory in the amount of $4,400 was recommended by the Engineer. The laboratory is supported by AASHO and by the National Bureau of Standards and provides checking service on bituminous materials, aggregates, soils, portland cement, and portland cement concrete. The Commission approved the payment for the fiscal year 1970.

Confirmation was requested by the Engineer for verbal approval given by the Chairman for replacement of the Kernville Bridge on new alignment of the Oregon Coast Highway in Lincoln County. The old bridge was constructed in 19[illegible] and is only [illegible] feet 6 inches wide. He estimated the cost of construction at $[illegible] and the cost of right-of-way at $[illegible]. The Commission confirmed approval of the project using Federal-aid funds and authorized the Engineer to hold the public hearings that are necessary to obtain approval by the Bureau of Public Roads.

Helens Street and conversion of signals at the intersection of the Columbia River Highway and Columbia Boulevard in Columbia County to provide for one-way traffic. The agreement provides that the State perform the work with the City to pay one-half the cost of installation and all of the maintenance and electrical energy costs. The Engineer estimated the total cost of the project at $12,000 with the State's share of $6,000 to be taken from State Construction Funds. The Commission approved the agreement and authorized the Secretary to sign it in their behalf.

Consideration was given to an agreement with the City of Newberg for installation of traffic signals at the intersection of River Street with the Pacific Highway West in Yamhill County. The Engineer mentioned that the agreement provides that the cost of installation be shared equally between the City and the State and that the City provide for all maintenance and power consumption. He estimated cost of the installation at $12,000 with the State's share of $6,000 to be taken from Minor Betterment Funds. The Commission accepted his recommendation for approval and authorized the Secretary to sign the agreement in their behalf.

The Commission also considered an agreement with the City of Portland for installation of traffic signals on the Cascade Highway at the intersection of S. E. Washington Street and for revision of traffic signals at S. E. Stark Street. The Engineer stated that the work is required in the implementation of the Stark-Washington one-way couplet. The agreement provides that the City perform the installation work, maintain the signals, and pay for electrical energy. The State is to pay one-half the cost which is estimated at a total of $16,000. He recalled that at the April 21, 1970, meeting the Commission had approved installation at Washington Street at an estimated cost of $4,000 to the State. He recommended approval of the Stark Street installation at a cost to the State estimated at $4,000. The Commission approved the project and authorized the Secretary to sign the agreement in their behalf.

An agreement with Marion County, Polk County, the [redacted] and the Mid Willamette Valley Council of Governments for a continuing study of operations under the Salem Area [redacted] was discussed. The Engineer commented that the Salem area study has progressed to the point where it should be placed under a continuing operations plan. This will provide more equitable distribution of study work and will permit Federal-aid highway construction in the Salem area to proceed in an orderly fashion. The new agreement involves expenditure by the State Highway Division of $8,000 annually, which will be financed from Highway Planning Research Funds. He recommended approval of the agreement. The Commission approved the agreement and authorized the Secretary to sign it for them.

Confirmation was requested by the Engineer for verbal approval given by the Chairman on May 1, 1970, for placing the Portland-Vancouver Metropolitan Transportation Study under a continuing operations plan. Such action, he said, will permit better distribution of the study work between the State and local governments and will allow Federal-aid construction in the Portland area to proceed in an orderly fashion. The continuing phase of operations will also facilitate the securing of grant monies involving mass transit and the Columbia Region Association of Government's operations.

The Commission confirmed the appointment of E. S. Hunter as Assistant State Highway Engineer, effective June 1, 1971, and thereupon adopted "Appointment Resolution No. 36" which resolution by this reference is made a part hereof and filed in the Secretary's Office.

A delegation representing the Salem City Council appeared before the Commission concerning plans for the routing of traffic in the downtown core area of Salem. The following people were present, all from the City of Salem: Mayor Vern Miller, James Woodwell, Robert Moore, Leo Chaffin.

Mayor Vern Miller commented that the Urban Renewal Program being conducted in the downtown area involves construction of approaches to the two existing bridges across the Willamette. However, he said, the approaches will not satisfy the traffic demands for additional river crossings.

Mr. Moore stated that the downtown renewal plan has been under study for 8 or 9 years and it appears that plans are being evolved which will aid the retail core area. One of the primary recommendations in the plan is the construction of ramps on the bridges for temporary traffic relief. These ramps, he said, are planned to aid in the removal of north and south traffic from Liberty and Commercial Streets to Front Street.

Mr. Chaffin stated that the present traffic congestion in the core area is the principal reason for its decay. DeLeuw and Cather have made a study for revitalizing the core area and have recommended the Front Street plan with ramps on the Marion and Center Street bridges.

Chairman Jackson commented that revamping the bridge approaches will cost approximately $6,000,000. He inquired if the City is planning to do this first and to seek the new bridge later, and if the project is of such value as to justify the expenditure contemplated. He recalled that in the past, changes had been made in highway routing in some cities with little benefit to the core area and he mentioned one instance in which the rerouting had failed completely. The Commission would like to know with reasonable assurance if the proposed plan is justified.

Mayor Miller commented that lengthy studies indicate that the life of the core area depends on removal of traffic, and the proposed ramps will help a great deal but will not provide a final solution, which in his opinion, would require construction of another bridge.

Mr. Chaffin mentioned that since the plan has been crystalized, there has been a renewal of activity in the core area and the first part of the project is funded.

Mayor Miller emphasized that diversion of the core area traffic is the key to revitalization of the area. Chairman Jackson stated that the Commission will cooperate with the City in the plan and he inquired as to the timing for its implementation. Mr. Moore replied that planning is to be completed in 1972 and 1973 with construction contemplated in 1975.

April 19, 1977
Bend, Oregon

The Oregon Transportation Commission held their formal meeting at 9 a.m. in the City Council Chambers in Bend, Oregon. Notice of the meeting was made by press release to newspapers of general and local circulation throughout the State. Present were:

Glenn L. Jackson, Chairman
Peter J. Brix, Member
B. Gordon Coleman, Member
Michael P. Hollern, Member
Tom Walsh, Member
Robert A. Burco, Director of Transportation
F. B. Klaboe, Chief of Operations
H. S. Coulter, State Highway Engineer
Paul Burket, Administrator of Aeronautics
Harold Grover, Administrator of Motor Vehicles
Warren Gaskill, Deputy Parks Superintendent
Max Klotz, Special Assistant for Intergovernmental Affairs
George Bell, Director of Public Affairs
C. W. Head, Manager, Commission Services

There were others present including representatives from the news media.

[redacted]oved the following items on the consent calendar as presented by Mr. Klotz:

1) Minutes of the meeting of March 15, 1977.

2) Adopted resolution declaring necessity of certain real property for public purposes and authorizing condemnation. ("Condemnation Resolution No. 2658" on file in Commission's files, Salem.)

3) Petition for street improvement on S.E. Powell Court in the Mt. Hood Freeway Corridor. Authorized Right of Way Engineer to sign petition favoring the project.

4) Installation of a traffic signal on the Pacific Highway East north of Salem at the Chemawa Road intersection at an estimated cost of $60,000 to be funded with Federal High Hazard Funds. Highway Division will supply critical materials so signal can be installed as expeditiously as possible.

5) Supplemental Agreement No. 7 with Howard, Needles, Tammen and Bergendoff relative to the I-205 noise study report extending the time limit for completion of the project to December 31, 1977. No additional funds.

13) Three requests of Urban System Projects as follows:

a. Widen and improve the West Side Truck Route in the City of Baker (Auburn Avenue-Baker-Unity Highway Section, 10th Street, Myrtle Avenue and 5th Street). Cost $73,000. Federal funds $62,780. State's $5,110.

[illegible] Widen and improve Front Street in Salem (Division Street-Trade Street Section). Cost $75,000. Federal funds $64,500. State's $5,250.

c. Seal roadway expansion joints and resurface west approaches to Broadway Bridge in Portland, Multnomah County. Cost $100,000. Interstate Transfer Funds from the former Mt. Hood Freeway in the amount of $86,000 will be utilized with the County providing $14,000.

Granted authority to sign agreements when prepared.

14) Equipment rental rates used for contract force account work. Increases in fuel costs and ownership costs since November 1, 1975, justify an across-the-board 6% increase of the last published rate effective May 1, 1977. (Federal Highway Administration and Associated General Contractors concur in the increase.)

15) Authorized staff to request Ways and Means Committee approval to apply for and receive a $30,000 Federal Grant application for a Transit Management Assistance Program.

16) Changed Administrative Rule 1 OTC 46 dealing with airport licensing standards and procedures. (Copy of rule on file in the Commission's files, Salem.)

17) Financial aid to six municipalities; six grants totaling $55,268 to be allocated from the State Aeronautic's Fund. The allocation will be as follows:

Port of Astoria Land acquisition, airport lighting and runway profile correction and paving.	$15,000
City of Bend Reconstruction of runway and taxiways. Land acquisition.	$14,000
City of North Bend Overlay runways	$19,445

(continued on next page)

SUBJECT: Report of Actions Taken Under Delegated Authority EXHIBIT A

MINUTES OF 4-19-77

(1) Options or Other Documents Relating to Property Acquisition

Number	Name	Consideration
23465	Kennel, Joseph & Katie R.	$ 150.00
40521	Walker, Lee & Joan C.P.: Williams, Hershel N. & Wanda	4,100.00
40540	Price, Claude E. & Bertha O.	21,250.00
47220	Rose City Pre-Cut Buildings, Inc. C.P.: Larke Associates	39,650.00
49391	Walker, Lee & Joan	1,500.00
49470	Franklin, Juanita G.	500.00
49616	Pacific Power & Light	1.00
49618	Schuttpelz, Adolph & May C.P.: Brown, Ronald R. & Barbara F. Sherwood, Dean & Dixie C.	87,900.00
1-230.13	Foress Sign Company	300.00
9-275.40E	City of Bandon	3,425.00
9-275.40E	McMahon, John A. & Barbara J.	216.00
9-253.02E	Port of Coos Bay	3,040.00
9-253.02E	Coos County	50.00
9-327.89E #6336	Pointer's Trailer Court	250.00
210-17.08 #6H-97	Honald, Inc.	3,070.00
212-19.50 #6H-98	Honald, Inc.	3,125.00
300-40.18 #6H-38	Sign-Honald, Inc. Site-Potter and Sons	3,051.00
	17 Transactions	$171,578.00

(2) Redesignation agreement with [redacted] covering rerouting of Pacific Highway East (99E) through the City. City is required to improve Pine, Commercial, Liberty and Front Streets and the Ferry-Trade Street Couplet to acceptable standards. Upon completion of the work, the State will redesignate the route of 99E with the City assuming jurisdiction of those portions of streets no longer needed for highway purposes. (Local Government Programs) **See Primary Hwy. Desig. Res. #52**

(3) Agreement with City of Hillsboro covering installation of traffic signals at intersection of SW Baseline Street (Tualatin Valley Highway) and West Main Street. State will pay all costs of the project, perform all engineering, supervise the traffic signal installation and maintain the traffic signals. City will pay all costs of electrical energy consumed in operation of traffic signals. (Local Govt. Programs)

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approval all actions listed above and report this for your official records.

1,77

ROVED

HIGHWAY ENGINEER

Dated this 7 day of Apr, 1977

Glenn L. Jackson

Glenn L. Jackson, Chairman, Ore. Transp. Comm.

Mr. Rulien reported on the Federal decertification of planning in Lane County. He indicated there are three urbanized areas in the State that are charged with the responsibility for conducting transportation planning and their progress towards their planning effort. Their plan is reviewed periodically by the Federal Highway Administration and the Urban Mass Transit Administration. Mr. Rulien said the last review was held on the planning in the Eugene urbanized area and indicated several things were deficient in their progress and as a consequence the effort was decertified, so approval will not be received for the expenditure of any programs that are Federally funded after July 1, 1977. He said the area has been lacking a long-range transportation plan. A transportation systems management element has been developed which is short range and consists of lower cost, smaller improvement type jobs that would make the systems operate better. The Eugene Urbanized Area has been working on a plan to meet air quality requirements. These items have been submitted to the Federal Highway Administration and there is evidence that they will receive a conditional certification which would enable them to continue obtaining UMTA subsidies for their transit operations and allow them to go forward with other Federally funded projects.

The Commission set Tuesday, June 21, 1977, for their next regular monthly meeting.

Attention was given to a request from AASHTO for the Department to renumber Interstate 80 North. Mr. Klaboe said the reason for this proposed change was based on a policy of the American Association of State Highway and Transportation Officials calling for elimination of the cardinal direction in Interstate route numbers. For several years, Utah, Idaho and Oregon have considered the possibility of renumbering Interstate 80 North. The Department has been reluctant for such a change for several reasons. The estimated cost of changing the route shields was $70,000 in 1975 and today it would be $100,000. He said many businesses and cities have considerable advertising keyed into the route number. Also, tourist books, business letterhead and other items of advertising use the I-80N designation. Mr. Klaboe recommended that the renumbering of Interstate 80 North not be changed due to the current financial picture and possible public criticism. The Commission accepted his recommendation and authorized Mr. Klaboe to instruct AASHTO of the Commission's decision.

Mr. Klaboe reported that Marion County, the City of Salem and SATS have been working on the [redacted] He handed to the Commission a sketch map of I-305 pointing out the route colored in orange is the Spur and connections to I-305 which will be withdrawn by their action. He said the yellow indicates the interchange between Chemawa Road and the I-5 facility. (Copy of sketch map on file in the Commission's files, Salem.) He continued that the City of Salem has obligated themselves to apportion a certain amount of funds they get from I-305 to build an arterial in the same corridor as the orange route and the City is to match all the match to build the arterial. Mr. Klaboe presented a letter from Marion County which asks that if the withdrawal is consummated as the County has requested, it leave the interchange still in the Interstate system. He pointed out the reason the County is so concerned about the interchange and have insisted on it remaining on the Interstate system is that the County has Cordon Road that comes around from the east and will cross the freeway at the proposed interchange just west of the Chemawa Indian School. The County has asked for a confirmation from the Transportation Commission and at the appropriate time if the interchange remains as a part of the Interstate as a result of this withdrawal, the Transportation Commission will build it.

In reply to the Chairman's inquiry, Mr. Klaboe said the State has agreed to an interchange at this location and it is already in the Interstate estimate. The interchange is justified excluding I-305. The Commission approved retaining the Chemawa Road Interchange on the Interstate program when I-305 is withdrawn but made no commitment as to when it would be constructed.

Mr. Coulter submitted to the Commission a report on the construction activities for fiscal year 1977. (Copy on file in the Commission's files, Salem.) He said the report is in two parts as follows: 1) A summary showing the obligated funds, comparison of the projects actually contracted with the Six Year Program and cost by category of the projects contracted; 2) Provides additional details, listing the projects which were originally scheduled but were either deferred or advanced. Also shown are the reasons for deferral or advancement, rescheduled date and estimated cost.

Mr. Coulter reported that after the Commission's approval of the illumination policy at the April 19, 1977 meeting, the Highway Division proceeded to reduce the number of luminaires by 190 units on I-5 between the Hayesville Interchange and the I-205 Interchange. He mentioned a review has been completed of additional units to be removed from service on the I-205 alignment at the Stafford Road Interchange and the 10th Avenue Interchange west of West Linn. It now appears that a more widespread emergency reduction is necessary due to the below normal rainfall and snowfall. After carefully analyzing possible impacts on traffic operating conditions, special temporary emergency elimination of lighting on the entire State highway system, with the following exceptions is recommended:

1) The State highway system with an ADT of 40,000 or greater will remain lighted based on the Commission policy adopted in April 1977.

2) Lighting will remain energized at locations where pedestrian traffic exists (e.g., truck scale houses when needed, rest areas, urban ramp terminals, etc.).

(Continued on next page)

The Commission considered a request from the City of Salem for approval of a project utilizing Interstate Transfer Funds withdrawn from the I-305 Freeway in Marion County. Mr. Coulter stated that the request is for a $12,904,000 project to construct an arterial replacement for I-305 from the proposed Chemawa Interchange to the Commercial Street-Liberty Street Couplet near Hickory Street in the City of Salem. The City will provide all of the required $1,806,560 of local match. Mr. Coulter mentioned that the project has been investigated and is eligible for funding and he recommended approval. The Commission accepted his recommendation and authorized him to sign the project agreement.

Mr. Coulter recalled that at the January 1978 Commission meeting the Commission delayed taking action on adopting beach improvement standards. Mr. Coulter pointed out that on February 10, 1978, the Department of Land Conservation and Development took the following action relative to the Beaches and Dunes Goal and the Department of Transportation's proposed administrative rule on Beach Improvement permits:

1) Announced LCDC intention to amend the goal to delete the word "development" in implementation provision number 5 and substitute the word "improvement" as defined in ORS 390.605. This amendment would occur after July 1979.

2) Directed DLCD staff to work with the Department of Transportation to encourage ODOT to apply all relevant portions of the Beaches and Dunes Goal. It was the Commission's opinion that other portions of the goal are also applicable to the proposed administrative rule on Beach Improvement permit issuance in compliance with the goal's intent.

Mr. Coulter mentioned that on March 3, 1978, he met with Deputy Director James F. Ross and Nancy Tuor from the DLCD staff to discuss the issue and concerns about the Department's proposed standards. Mr. Coulter stated that this matter has been reviewed with the Department's Legal and Parks' staff. Mr. Coulter recommended adoption of the standards as previously prepared with the following modification in item A.6 on page 3:

> COMPLIANCE WITH LCDC GOALS - In accordance with the Statewide Land Conservation and Development Commission Goal #18 for Beaches and Dunes, permit applications for beachfront protective structures seaward of the beach zone line will be considered only where development existed on January 1, 1977. The proposed project will be evaluated against the applicable criteria included within Goal #18 and other appropriate Statewide planning goals.
>
> The project must be consistent with local comprehensive plans where such plans have been approved by LCDC.

July 18, 1978
Portland, Oregon

The Oregon Transportation Commission met at 8:30 a.m. in the Conference Room, Metropolitan Office, Department of Transportation, 5821 N.E. Glisan Street in Portland. Notice of this meeting was made by press release to the newspapers of the general and local circulation throughout the State. Present were:

Glenn L. Jackson, Chairman
B. Gordon Coleman, Member
Peter J. Brix, Member
Tom Walsh, Member
Robert A. Burco, Director of Transportation
F. B. Klaboe, Chief of Operations
George Bell, Manager of Intergovernmental and Public Affairs
David G. Talbot, State Parks Superintendent
Dennis Moore, Administrator of Public Transit
Larry Rulien, Assistant Director for Transportation Policy and Program Development
Jack Sollis, Chief Counsel
H. S. Coulter, State Highway Engineer
Roger Ritchey, Deputy Administrator of Aeronautics
Harold Grover, Administrator of Motor Vehicles
Robert Bothman, Administrator, Metropolitan Branch
J. B. Boyd, Right of Way Manager
Glen Green, Federal Highway Administration
Fran Neavoll, Commission Services
C. W. Head, Manager, Commission Services

[redacted]pproved the following items on the consent calendar as presented by Mr. Bell: (Commissioner Walsh abstained from voting on Item 6-a due to a conflict of interest.)

1) Minutes of the meeting of May 30, 1978.

2) Adopted resolution declaring necessity of certain real property for public purposes and authorizing condemnation. ("Real Property Condemnation Resolution No. 2675" on file in the Commission's files, Salem.)

3) Authorized increases in project authorizations on the following contracts:

    a) Contract No. 8659, Oregon Coast Highway at Clear Lake Road in Lane County, in the amount of $15,245.91 (18.7% increase).

    b) Contract No. 8645, Tunnel Creek-Whitewater Road Section of North Santiam Highway, Marion County, in the amount of $14,746.85 (14.8% increase).

(continued on next page)

c) Signalize the intersection of 223rd Avenue and Halsey Street, Multnomah County. Total cost $45,000; Federal Funds $38,700; Local Share $6,300.

d) Realign and widen 1.62 miles of Cherry Park Road (N.E. 242nd Street-Troutdale Road), Multnomah County. Total cost $1,400,000; Federal Funds $1,204,000; Local Share $196,000.

e) Variable two-four lane section on 223rd Avenue and Towle Road (Powell Boulevard-Butler Road), Multnomah County, and replace existing bridge over Johnson Creek. Total cost $2,282,000; Federal Funds $1,962,520; Local Share $319,480.

[redacted] Third lane on the Marion Street Bridge and construct ramps to connect the Marion and Center Street Bridges to Front Street, City of Salem. Total cost $4,670,000; Federal Funds $4,016,000; Local Share $654,000.

7) Requests for approval of the following Safer Off-System Road Projects and authorized State Highway Engineer to sign agreements when prepared:

a) City of Sutherlin extending the work on Umatilla Street (Central Ave.-6th Ave.) and include work on N.E. 4th Avenue (Umpqua Street to Mar Donna Way), Douglas County. Total cost $350,000; Federal Funds $64,500; Local Share $285,500.

b) Jefferson County for a grading and paving project on Madras-Prineville Highway-Grizzly Road Section of Metolius-Grizzly Road. Total cost $250,000; Federal Funds $215,000; Local Share $35,000.

c) Polk County for a paving and structure project on the Buell-Mill Creek Park Section on Mill Creek Road. Total cost $250,000; Federal Funds $215,000; Local Share $35,000.

d) Yamhill County for a bridge over the North Yamhill River on the Oak Ridge Road. Total cost $143,600; Federal Funds $123,600; Local Share $20,000.

e) Special Road District #6 in Deschutes County for a bridge over the Deschutes River in Deschutes River Homesites in the LaPine Recreation Area. Total cost $75,000; Federal Funds $64,500; Local Share $10,500.

EXHIBIT A
MINUTES OF 2-8-79

TO: Oregon ansportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

1) Options or Other Documents Relating to Property Acquisition

Number	Name	Consideration
40131	Callow-Steens Corporation	$ 200.00
49998	Weller, Walter W. & Elizabeth C. et al	$95,500.00
50405	Equitable Savings & Loan Association	0
	3 Transactions	$95,700.00

2) Grant an extra width to 40 feet to C. E. John Co., Inc., for the access being moved to Station 244+37 on the Tumalo-Bend Section of the McKenzie-Bend Highway in Deschutes County. File 16975.

3) Supplemental agreement with Jackson County for a time extension from December 31, 1978, to March 31, 1979, covering the Bear Creek Greenway Project (Phase 1, Jackson County, OP 807). This project was initially written to require 56 parcels of land between Ashland and Central Point. The project scope has been amended to include 62 parcels and the geographic area from Emigrant Dam to the Rogue River. To date, the County has acquired and billed for 27 parcels, representing $327,380 of the approved $633,000 total cost of the project. Options recently have been obtained on a number of parcels and the County is awaiting this time extension to exercise those options and complete the project. (Parks Branch)

4) Agreement with City of Eugene for construction of the Willie Knickerbocker Bicycle Bridge. The City will be responsible for the design, construction, operation, and maintenance of the project. The State will approve the plans and contribute a maximum of $10,000 toward the cost of the project. Funds will be expended from monies designated for use on bicycle-pedestrian trails. (Local Government)

[redacted] covering construction of the Pine Street-Academy Street Section of Pacific Highway East, No. 1E. The State will design, construct and maintain this section of highway using Federal Aid Title II Safety Funds. The City has agreed to cooperate in the adjustment of utilities, and to accept jurisdiction of improved street connections. (Local Government)

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approve all actions listed above and report this action for your official records.

Dated this [illegible] day of [illegible], 1979

Glenn L. Jackson, Chairman
Oregon Transportation Commission

APPROVED

STATE HIGHWAY ENGINEER

EXHIBIT B

MINUTES OF 4-17-79

REPORT OF ACTION UNDER DELEGATED AUTHORITY

BY STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to approve and execute the necessary agreements covering local Government Project (FAS-C, FAUS, SOS and FAIX), I approved the following:

Section and Jurisdiction	Estimated Total Cost	Federal Funds	State Share	Local Govt. Funds	Approval Date
FAUS PROJECTS					
Riviera Transit Station Lane Transit District Construction	$185,000	$162,800	None	$22,200	3-7-79
Satter Dr. N.E.-Silverton Rd. N.E. Section 45th Avenue, FAU 1617 Marion County	CANCELLATION				3-27-79
Oswego Highway(FAU 9565) at Cedaroak Drive State Construction	34,600	30,448	$ 4,152	None	3-29-79
FAS-C PROJECTS					
Hubbard/Broadacres Rd.-Case Rd. Section FAS-A599 Marion County Construction	755,000	664,400	45,300	45,300	3-19-79
Willow Creek (Ione-Gooseberry Rd.) Br. FAS B560 Morrow County Construction	104,300	91,800	6,250	6,250	3-19-79
Eightmile Creek (Ione-Gooseberry Rd.) Br. FAS B560 Morrow County Construction	96,600	85,000	5,800	5,800	3-19-79
FAIT PROJECTS					
[redacted] FAU 1705 Salem Construction	3,675,000	3,123,750	None	551,250	3-29-79

Section and Jurisdiction	Estimated Total Cost	Federal Funds	State Share	Local Govt. Funds	Approval Date
SOS PROJECTS					
Hubbard/Broadacres Rd.- Case Road Section FAS-A599 Marion County	CANCELLATION				3-19-79

April 4, 1979 H. S. Coulter
H. S. Coulter
State Highway Engineer

REPORT OF ACTION UNDER DELEGATED AUTHORITY

BY STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to approve and execute the necessary agreements covering Local Government Projects (FAS-C, FAUS, SOS and FAIX), I approved the following:

Section & Jurisdiction	Estimated Total Cost	Federal Funds	State Share	Local Govt. Funds	Approval Date
FAU PROJECTS					
North City Limits - Stark Street Section, North River Road, FAU 1705 Salem	$221,000	$194,480	$13,260	$13,260	9-11-79
N.W. Nye St.-Oregon Coast Hwy., N.W. 11th St., FAU 6890 Newport	95,000	83,600	5,700	5,700	9-11-79
Southwood Lane - East Broadway Section, Coburg Road, FAU 1305 Eugene	310,000	272,800	18,600	18,600	9-18-79
SOS PROJECTS					
Coronado Shores District Rds. (P.E.) Coronado Shores Road District (Lincoln County)		CANCELLATION			9-28-79
Coronado Shores District Rds. (Construction) Coronado Shores Road District (Lincoln County)		CANCELLATION			9-28-79
Rigdon Rd. M.P. 0.8 - M.P. 11.8, South Fork M.P. 3.6 - M.P. 9.8 (PE) (Lane County) Willamette National Forest		CANCELLATION			10-10-79
Rigdon Rd. M.P. 0.8 - M.P. 11.8, South Fork M.P. 3.6 - M.P. 9.8 (Construction) Willamette National Forest (Lane County)		CANCELLATION			10-10-79

Section & Jurisdiction	Estimated Total Cost	Federal Funds	State Share	Local Govt. Funds	Approval Date
FAIX PROJECTS					
[redacted] at High & Church Streets Salem	144,000	122,400	--	21,600	9-20-79
[redacted] Section, Ferry St.-Trade St. Couplet, FAU 1705 Salem	536,400	455,940	--	80,460	9-20-79

October 10, 1979 H S Coulter

H. S. Coulter
State Highway Engineer

A
4-16-80

REPORT OF CONFI ATION OF ACTION TAKEN UNDER DELEGATED AUTHORITY

No. 1 Project Klamath Falls-Lakeview Hwy. @ Avalon Street (Klamath Falls) (Contract No. 9088)

Type of Work Traffic Signal Installation F.A. Proj. No. State

County Klamath Highway Klamath Falls-Lakeview

No. of Bidders 2 Low Bidder Hamilton Electric, Inc, Eugene

Low Bid $ 50,914.50

Engineer's Recommendation: Award to low bidder subject to the concurrence of Basin Central Mall, Inc. and the advance deposit of $77,300 is received.

No. 2 Project 2nd St. & 3rd St. Signal Improvement (The Dalles) (Contract No. 9089)

Type of Work Traffic Signal Installation F.A. Proj. No. M-4030(1) FAU 4030

County Wasco Highway (Mosier-The Dalles Highway

No. of Bidders 6 Low Bidder Hamilton Electric, Inc., Eugene

Low Bid $ 189,817.00

Engineer's Recommendations Award to low bidder subject to the concurrence of the City of The Dalles and the FHWA.

No. 3 Project Thomas Creek(Devaney) Bridge (Contract No. 9090)

Type of Work 0.40 Mile, Grade, Pave & Structure F.A. Proj. No. BRS-A496(3)

County Linn Highway FAS A496(Kelly Road)

No. of Bidders 9 Low Bidder Supervision Inc. & Workman Construction Co., Aurora J.V.

Low Bid $ 612,793.36

Engineer's Recommendations Award to low bidder subject to concurrence of Linn County and the sum of $140,300.00 is deposited by the County.

APPROVED BY CHAIRMAN
ANTHONY YTURRI
DATE 3-5-80

EXHIBIT A

MINUTES OF 4-16-80

No. 13 Project Middlebrook St.-Pacific Hwy. West (Newberg)
(Contract No. 9100)
Type of Work 0.5 Mile, Grade & Pave F.A. Proj. No. M-5085(3) FAU 5085
County Yamhill Highway (Springbrook Street)
No. of Bidders 8 Low Bidder Dale's Sand & Gravel Co., Inc., Sherwood.
Low Bid $ 373,467.25
Engineer's Recommendation: Award to low bidder subject to concurrence of the FHWA and the City of Newberg and the sum of $38,100.00 is deposited by the City.

No. 14 Project [redacted]
(Contract No. 9101)
Type of Work Grade, Pave & Signing F.A. Proj. No. IX-1705(3)
County Marion Highway City Street
No. of Bidders 3 Low Bidder R. A. Hatch Co., Bend
Low Bid $ 3,847,667.00
Engineer's Recommendations Award to low bidder subject to concurrence of the City of Salem, Marion County and the FHWA and the sum of $1,134,800.00 is deposited by the City, and $47,900.00 is deposited by the County.

No. 15 Project Columbia Slough-NE Failing St.
(Contract No. 9102)
Type of Work 1.35 Miles, Grade, Drain & Struc. F.A. Proj. No. I-205-7(74)31[illegible]
County Multnomah Highway East Portland Freeway
No. of Bidders 9 Low Bidder MOCON Corporation, Salem
Low Bid $ 3,598,762.45
Engineer's Recommendations Award to low bidder subject to concurrence of the FHWA.

On March 5, 1980, I accepted the State Highway Engineer's recommendations for award of the projects on which bids were received February 28, 1980, and authorized him to sign the contracts when conditions for the awards have been met.

Dated this 12 day of [illegible], 1980

Anthony Yturri, Chairman
Oregon Transportation Commission

ITEM A
MEETING OF 4-16-80

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Action Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the action listed below and report this action for your official records.

On March 18, 1980, I approved the request of Marion County for deferred payment of their match funds in the amount of $47,900 on the [redacted] Project no later than December 31, 1980, following appropriate agreement with the County for payment of the deposit. Bids were received on this project at the February 28 bid opening.

Dated this 27 day of March, 1980

Anthony Yturri
Anthony Yturri, Chairman
Oregon Transportation Commission

APPROVED
STATE HIGHWAY ENGINEER
DATE: 5-24-80

REPORT OF ACTION UNDER DELEGATED AUTHORITY

BY STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to approve and execute the necessary agreements covering Local Government Project (FAS-C, FAUS, SOS and FAIX), I approved the following:

Section & Jurisdiction	Estimated Total Cost	Federal Funds	State Share	Local Govt. Funds	Approval Date
FAIX PROJECTS					
S.E. Portland Signal Modification-10 Intersections Portland	$ 50,000	$ 42,500	None	$ 7,500	3-18-80
[redacted] N. Liberty-Commercial Couplet, FAU 1705 Salem	1,738,000	1,477,300	None	260,700	3-20-80
Arterial Street (Portland) Overlay Program Portland	964,000	819,400	$86,760	57,840	3-28-80
SOS PROJECTS					
Amazon Channel (Acorn Park Street) Br. Eugene - City		CANCELLATION			3-13-80
Ingersoll Ave. - Kruse Ave. Section on 10th Street Coos Bay - City		CANCELLATION			3-28-80

April 3, 1980

H. S. Coulter
State Highway Engineer

B
4-16-80

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

On behalf of the Commission and under its delegated authority to me, I awarded the following contracts:

1) Traffic signal installation on the Klamath Falls-Lakeview Highway at Avalon Street in Klamath Falls in Klamath County. Bids received February 28, 1980. Contract No. 9088 awarded April 1, 1980, to Hamilton Electric, Inc., Eugene, at $50,914.50.

2) Work on the Thomas Creek (Devaney) Bridge Section of FAS A496 in Linn County. Bids received February 28, 1980. Contract No. 9090 awarded March 21, 1980, to Supervision, Inc. and Workman Construction Co., JV, Aurora, at $612,793.36.

3) Eightmile Creek Bridge on FAS B560 in Morrow County. Bids received February 28, 1980. Contract No. 9091 awarded March 26, 1980, to Gaines Construction, Burns, at $61,300.

4) Work on Airport Road at Salmon River Highway in McMinnville on FAU 4430 in Yamhill County. Bids received February 28, 1980. Contract No. 9097 awarded March 24, 1980, to D & D Paving Company, Salem, at $265,541.83.

5) Work on Middlebrook Street-Pacific Highway West (Newberg) Section of FAU 5885 in Yamhill County. Bids received February 28, 1980. Contract No. 9100 awarded March 14, 1980, to Dale's Sand and Gravel Co., Inc., Sherwood, at $373,467.25.

6) [redacted] Southeast (Salem) Section in Marion County. Bids received February 28, 1980. Contract No. 9101 awarded March 21, 1980, to R. A. Hatch Co., Bend, at $3,847,667.

7) Willow Creek Bridge on FAS B560 in Morrow County. Bids received March 27, 1980. Contract No. 9112 awarded March 31, 1980, to Douglas S. Coats, Inc., Bend, at $130,735.

Dated this ____ day of April, 1980.

H. S. Coulter
State Highway Engineer

A

TO: Oregon T[illegible]nsportation Commission 6-17-80

SUBJECT: Report of Actions Taken Under Delegated Authority

(1) Options or Other Documents Relating to Property Acquisition (Right of Way)

Number	Name	Consideration
50720	Miesen, Lloyd E. & Irene M.	$ 500.00
	1 Transaction	$ 500.00

(2) A letter-form agreement with the City of Salem concerning financing of th[redacted] The First National Bank has issued an irrevocable letter of credit with an expiration date of July 31, 1981. In the event that the project has not advanced to the final billing stage prior to said expiration date, the City has agreed to deposit with State an amount equal to the amount which has not been withdrawn from said Letter of Credit. (Local Government Unit)

(3) Agreement with the City of Roseburg covering construction of the N.E. Alameda Avenue-Garden Valley Boulevard Section of the Oakland-Shady Highway. The State will design, contract and maintain the project using available Federal Aid funds. The City has agreed to cooperate with State to effect the adjustment of conflicting utilities. (Local Government Unit)

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve all actions listed above and report this action for your official records.

Dated this 7 day of May, 1980

Anthony Yturri, Chairman
Oregon Transportation Commission

APPROVED
STATE HIGHWAY ENGINEER
DATE: [illegible]

A

6-17-80

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

(1) Options or Other Documents Relating to Property Acquisition (Right of Way)

Number	Name	Consideration
35886	Riverview Cemetery Association	$ 250.00
49590	Mathis, Donald G. & Klara M.	100.00
50561	Hoffman, Claudia C. & Clarence C.	30,100.00
50571	Moynihan, Viola Mae	1,050.00
50770	Ramey, Jeanne R. & Alvin D.	2,650.00
50942	City of Corvallis	100.00
50948	Sunset Hills Memorial Park	-0-
	7 Transactions	$ 34,250.00

(2) Letter-form agreement with Marion County for deferral of payment of their share of local matching funds in the amount of $12,400 for the second increment (signals & illumination) of the [redacted] until the last quarter of calendar year 1980. In the event this payment is not made in 1980, State will retain $12,400 during 1981. (Local Government Unit)

(3) Agreement with the Columbia County Community Action Team, Inc. to provide a work site for 2-3 youths, 18 years of age or older, for brush cutting, mowing grass, cleaning rest areas and traffic control for maintenance crew work areas for Fiscal Year 1980, at no cost to the State Highway Division. (Personnel Operations Section)

(4) Supplemental consultant agreement with Dames & Moore for extra work authorized by the State Highway Division for the printing of 600 copies of the Final Environmental Impact Statement and 200 copies of the technical reports concerning the Banfield Transitway Project, in Multnomah County. In lieu of paying consultant any additional fee over and above that specified in the contract approved on July 17, 1979, the State will assume consultant's responsibility of printing the above-mentioned documents. (Environmental Section)

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve all of the actions listed above and report this action for your official records.

Dated this 2 day of June, 1980

Anthony Yturri

Anthony Yturri, Chairman
Oregon Transportation Commission

APPROVED
STATE HIGHWAY ENGINEER
DATE: 5/28/80

Mr. Rulien said the school crossing warrant was met and he is recommending that the signal be installed with 50 percent of the cost funded by the State and the other half by the City. In response to Vice Chairman Walsh's inquiry, Mr. Rulien said the signal will be contracted as soon as possible. The Commission unanimously approved the installation of the traffic signal.

Mr. Rulien reported on Interstate Transfer Projects. This is money which is available because a project that had originally been approved had been cancelled. He said that money can then be used for another project.

Mr. Rulien continued that the Salem Interstate I-305 Project had been cancelled and the funds were transferred. It is proposed to use part of these funds to rebuild the Marion Street Bridge to four lanes and then to rebuild the Center Street Bridge with special bridge replacement funds and use the Marion Street Bridge as a detour while the Center Street Bridge is under construction. He also explained the details of the City, County, State and Federal funding.

Commissioner Hollern asked if the inclusion of the bridge projects would cause slippage or delay in the other portions of the Six Year Plan which had already been approved. Mr. Rulien responded that Federal obligation ceilings already imposed caused readjustment in the Six Year Plan. There is no obligation ceiling on transfer funds, therefore, the readjustment, if any, would be minor. Chairman Yturri posed a similar question on possible delays in other projects if the bridges are approved now. Mr. Rulien explained that the amount of our current cash balance at any given time is a principal factor in any project timing. If the balance is low, projects are held back and vice versa. After some discussion, the Commission approved the funding as presented.

Mr. Rulien explained the McLoughlin Boulevard (99E) problem between Milwaukie and Oregon City in Clackamas County. He explained that the surrounding areas have grown significantly causing very high congestion. He said the job may cost about $1 million and would improve the road as well as coordinate and relate the existing traffic signals. He commented a project of this kind can save energy as well as improve safety. He said the State's share of the project would be $75,000 with Clackamas County sharing the match. Mr. Rulien requested that this project be added to the program, probably for contract in 1982, contingent on Clackamas County providing its share. The Commission unanimously approved the request.

B

4-20-81

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me, in my official capacity, to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I took the following actions listed below and report them for your official records:

(1) On March 16, 1981, signed consultant contract with Leonard J. Borer and James H. Joerger, who will provide an Employee Assistance Course for employees responsible for administering a program to assist troubled employees with personal problems. Cost for 1 1/2 day course is $900. Training sessions to be held between March 1 and April 30, 1981.

(2) On March 16, 1981, signed letter of agreement with Oregon Department of Energy for development of a driver education energy conservation curriculum for use in Oregon high schools. Oregon Department of Energy will provide $2000 of State Energy Conservation Plan Funds and the Oregon Department of Transportation will provide $2000 matching funds. Period of performance April 1, 1981, to March 31, 1982.

(3) On March 20, 1981, signed letters of agreement with City of Salem, Marion County, and Mid-Willamette Valley Council of Governments to confirm verbal understanding concerning the loan of Federal-aid Funds to cover shortage of Interstate Transfer Funds to finance the Willamette River (Marion Street) bridge project in Salem. State has obligated Federal-aid Primary Funds to offset the shortfall in Interstate Transfer Funds for this fiscal year. When additional Interstate Transfer Funds are made available to local governments after October 1, 1981, State will withdraw the Primary money from the project funding and replace it with Interstate Transfer Funds.

Dated this 8th day of April 1981.

F. B. Klaboe

EXHIBIT A
MINUTES OF 9-24-81

COM 4

TO: Oregon Transportation Commission

SUBJECT: Report of Confirmation of Telephone Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transporation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approved the following action and report this action for your official records:

(1) Option from Molly McGuire Grothaus and Patricia McGuire Scarci for $23,000 for 4,188 square feet and signs on N.E. Greeley-I-5 Section of the Pacific Hwy. in Multnomah County. File 50755. Approved September 10, 1981.

(2) Option from Everett J. and Belle Sickler for $42,500 for 2,875 square feet on the Willamette River Bridges (Salem) Section of the Willamina-Salem Hwy. in Marion County. File 51627. Approved September 10, 1981.

Dated this 14 day of Sept, 1981.

Anthony Yturri
Anthony Yturri, Chairman
Oregon Transportation Commission

APPROVED
STATE HIGHWAY ENGINEER
Date 9/11/81

12-15-81

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved all actions listed below and report this action for your official records:

1) On November 4, 1981, established a 30 MPH speed zone on the McVay Highway No. 225 in Lane County near the Community of Glenwood from M.P. 0.00 to M.P. 0.43 and 40 MPH from M.P. 0.43 to M.P. 0.89. Rescinds Speed Zone Resolution No. 506 dated 6-2-66. Speed Zone Order No. 866. (Approved by D. H. Moehring on behalf of H. S. Coulter.)

2) On November 6, 1981, approved a double right-turn for th[redacted]ss at Commercial Street (Pacific Highway East) M.P. 50.51 in Salem, Marion County. (Approved by D. H. Moehring on behalf of H. S. Coulter)

3) On November 13, 1981, approved an agreement with Union County for the 1981-82 winter recreation season providing for sno-park parking permit law enforcement services at the Anthony Lakes Ski Area. (Approved by E. S. Hunter for H. S. Coulter)

4) On November 17, 1981, approved and executed an agreement with Mt. Bachelor, Inc., covering snow removal at the Mt. Bachelor ski and recreational resort in Deschutes County. (Approved by L. W. Rulien for H. S. Coulter)

5) On November 23, 1981, established a 40 MPH speed zone on the Silver Creek Falls Highway at the SCL of Silverton in Marion County from M.P. 38.89 to M.P. 39.47. Rescinds Speed Zone Resolution No. 507 dated June 2, 1966. Speed Zone Order No. 867.

6) On November 17, 1981, established the following speed zones in the City of Prineville on the Madras-Prineville Highway No. 360 in Crook County:

40 MPH from M.P. 25.32 to M.P. 26.07
40 MPH from M.P. 26.07 to M.P. 26.11, except from M.P. 26.07 to M.P. 26.24 the speed shall be 20 MPH when children are present.
30 MPH from M.P. 26.11 to M.P. 26.24, except from M.P. 26.07 to M.P. 26.24 the speed shall be 20 MPH when children are present.

Rescinds Speed Limit Resolution No. 42 dated 7-26-50.
Speed Zone Order No. 868.

7) On November 25, 1981, approved an agreement with the Forest Service, Umpqua National Forest, for the 1981-82 season trail grooming on the Diamond Lake District, Douglas County.

Dated this 3 day of December, 1981

H. S. Coulter, State Highway Engineer

12-3-81

1980 Columbia Slough-N.E. 9102
Failing St. Sec. of the E. Ptld.
Fwy. (Grad., drain. & Struct.)

rll

cc: OSHD oulter)

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 4	COUNTY Multnomah	DIVISION Oregon
DATE OF REPORT 3/13/84	REPORT MADE BY Paul Padilla, Hwy Engr Trainee		PROJECT NO. I-205-7(74)312
COMPLETION DATE 12/4/81	ACCEPTANCE DATE BY CONTRACT AGENCY 5/10/83	TIME ELAPSED 100 %	CONTRACT TIME 400 CD
APPROVED EXTENSIONS	LOCATION		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COLUMBIA SLOUGH-NE FAILING STREET
EAST PORTLAND FREEWAY
Grading, Paving & Structures

This project provided for the construction of roadbed grading, soundwalls, retaining walls, and one reinforced concrete bikeway undercrossing.

The final cost of the original contract items was $3,740,000 or 3.92 percent overrun of the contract amount of $3,598,726. The final cost of the project including extra work, price agreements and engineering was $4,079,580.

All participating work is complete.

RECEIVED
STATE HWY ENGR
APR 11 '84
REFER TO
FOR

NOTED
W. E. SCHWARTZ

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed By T. P. Lowe		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE 4/6/84	TITLE Field Operations Engineer	DATE 4/6/84

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

W. E. Schwartz

NOTED
W. E. SCHWARTZ

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
JUN 21 '83
REFER TO
FOR
Info Inves R/D D/R Sign Act File

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

Contractor and Contract No.	Section and County	Acceptance Date
Bonstan Const. Co. No. 9435	NE 242nd Dr.-Buxton Rd. Multnomah County	May 5, 1983
Douglas S. Coats, Inc. No. 9429	Chas. E. Reynolds, Baker Valley, Weatherby & Ontario Safety Rest Areas Union, Baker & Malheur Counties	May 6, 1983
Hamilton Electric, Inc. No. 9437	Clear Lake Rd. @ Green Hill Rd. Lane County	May 6, 1983
J. C. Compton Co. No. 9240	Wallace Br.-Upper Salt Cr. Rd. Polk County	May 9, 1983
Mocon Corp. No. 9102	Columbia Slough-NE Failing St. Multnomah County	May 10, 1983
Staton Const., Inc. No. 9418	NW Nicolai St.-W.Fremont Intchge. Multnomah County	May 11, 1983
Hansen Electric Co. No. 9464	E. Entrance to S.W.O.C.C.(Coos Bay) Coos County	May 11, 1983
Douglas S. Coats Inc. No. 9525	Foley Slough (Fry Lane) Br. Harney County	May 11, 1983
Roseburg Paving, Inc. No. 9472	Oakland/Shady Hwy. @ Page Rd. Douglas County	May 11, 1983
Hansen Electric Co. No. 9477	Coos Bay/Roseburg Hwy. @ 10th St. (Coquille) Coos County	May 16, 1983
Bracelin-Yeager Excavation & Trucking No. 9567	Coquille & Myrtle Point Slide Correction Coos County	May 17, 1983
Eisenhour Const. Co., Inc. No. 9444	Col. River Br. (N. Channel) Multnomah, OR & Clark, WA Counties	May 18, 1983

Contractor and Contract No.	Section and County	Acceptance Date
Sims Electric, Inc. No. 9554	Ore. Coast Hwy. @ 22nd St. (Reedsport) Douglas County	May 18, 1983
Wildish Const. Co. No. 9061	Junction City-Airport Rd. Lane County	May 23, 1983
Jim Hall Contracting No. 9564	Celilo Sand Stabilization Wasco County	May 24, 1983
Douglas S. Coats, Inc. No. 9482	Juniper Canyon Bridge Gilliam County	May 25, 1983
Auburn Const. Co. No. 9459	Battle Cr.-N. Jefferson Int. Marion County	May 26, 1983
E.M.Waldron Sr. Const.,Inc. No. 9557	C.O.I. Canal Bridge Deschutes County	May 31, 1983

May 31, 1983

W. E. Schwartz, P.E.
Asst. State Highway Engineer

9102

May 25, 1983

Fireman's Fund Insurance Co.
Attention: Fidelity & Surety Dept.
121 S.W. Salmon Street, Suite 900
Portland, OR 97204

CON 5
#9102

Gentlemen:

On May 12, 1983, we wrote to you concerning release of final payment on Contract No. 9102 assigned to Mocon Underground Corporation for work on the Columbia Slough-Northeast Failing Street Section of the East Portland Freeway in Multnomah County.

The total contract amount is $3,734,478.59 including $6,651.39 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

ks

cc: Mocon Underground Corporation
P.O. Box 3258
Salem, OR 97302

bc: C. T. Keasey
Walt Hart
E. L. Hardt

9102

L.

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Columbia Slough- N.E. Failing St.

WEEK ENDING: May 22, 1982

SECTION PREFIX: 626-1057

HIGHWAY: East Portland Freeway

COUNTY: Multnomah

NAME OF JOB:

KIND OF WORK: Grading, Drainage and Structures

CONTRACTOR: Mocon Underground Corp.

CONTRACT NUMBER: 9102

FEDERAL AID PROJECT NUMBER: I-205-7)74)312

DATE OF CONTRACT: March 5, 1980

DATE WORK STARTED: March 20, 1980

ESTIMATED COMPLETION DATE: Project Complete

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS a)228 b)427

WORK DAYS USED

CALENDAR DAYS USED a)117 b)427

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: a)78 b)100

PROJECT AUTHORIZATION: $ 4,117,457.76

EXCLUSIVE OF ENGINEERING: $ 3,824,660.76

ENGINEERING AUTHORIZATION: $ 292,797.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

THIS WEEK: 0

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 3,739,022.78

ENGINEERING COST TO DATE: $ 315,125.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 98

ESTIMATED PERCENT ~~XXXXXX~~ UNDERRUN: 2 %

PERCENT OF AUTHORIZATION: 108 %

DATE PROJECT WAS COMPLETED: November 4, 1981

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	WALLS	PRECAST & BLOCK WALLS
100	100	100				100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.33				
MILES PARTIALLY COMPLETED					
MILES COMPLETED	1.33				
TOTAL ESTIMATED QUANTITIES (CONTRACT)	217,000 CY				
TOTAL QUANTITIES CORRECTED TO DATE	219,664 CY				
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	219,664 CY				
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: None.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	13512A							
PERCENT	100							

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	16		0		
MONDAY	17		0		
TUESDAY	18		0		
WEDNESDAY	19		0		K
THURSDAY	20		0		
FRIDAY	21		0		
SATURDAY	22		0		

PRIME I

SP-F216

STATE OF OREGON
1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.

January 5, 1982

CON 5 #9102

MOCON Corporation
P.O. Box 3258
Salem, OR 97308

RE: Time Extension Request
Columbia Slough - N.E. Failing St.
Contract No. 9102

Gentlemen:

Your request for additional contract time in which to complete the above project has been carefully reviewed. A contract time extension of 27 calendar days is granted for completion of Phase "B" of this project due to delays resulting from extra work, added work and overlapping work under a separate contract.

This will eliminate all liquidated damages under this contract.

Sincerely,

Keasey

C. T. Keasey, P.E., P.L.S.
Assistant State Highway Engineer

CTK:OBJ:cb

cc. H.S. Coulter (att. 1 letter)
E.L. Hardt " "
Dennis Carlson " "
FHWA " "
Bob Church

RECEIVED
STATE HWY ENGR
JAN 6 '82
REFER TO
FOR
Info | Inves | R/D | D.R | Sign | Act | File

STATE OF OREGON INTEROFFICE MEMO

CAE
FOE
GCE
SCS
EEO
NOV 17 1981
CONSTRUCTION BRANCH
FE
CP

TO: Ed Hardt
Regional Engineer

DATE: November 4, 1981

W.A. Tison

FROM: W.A. Tison
Resident Engineer

~~OE~~ RE RME RCE BE
TE RECEIVED ~~RSM~~
UE NOV - 6 1981 RSC
SO REGION I RBI
TO

SUBJECT: Contractor's Request for Time Extension
Columbia Slough - N.E. Failing St.
East Portland Freeway
Contract 9102

1-5-82

CTK. - I concur with Resident and Region for delays due to E.W.O. #2 and the 42" pipe. We cannot limit the delay resulting from the other contract (9277) simply because the contractor scheduled this contract to match the progress on 9277. Recommend a total extension of 27 C.D. which eliminates all L.D.

Attention: Marion Craft

Attached herewith one(1) copy of Form E-320, Contractor's Request for Increase in Number of Workdays to Complete the Construction Contract.

Relative data for the project is as follows:

March 5, 1980	Contract awarded
March 19, 1980	Calendar Day Count Started
March 20, 1980	Work Began
September 11, 1980	Phase (a) Storm Sewer Completed
November 1, 1980	Original expiration of Storm Sewer Time
April 22, 1981	Original Expiration of 400 Calendar Days
October 5, 1981	Expiration of project time after time allowed for stop work orders.

Also included is a copy of the contractor's transmittal letter listing three causes for the delayed completion of the project ie. unusual weather, changes in the original drainage plans, and conflict of contracts. These "causes" are addressed as follows:

> On August 13, 1981 this office submitted a Contractor's Request for Increase in Number of Workdays to Complete Construction Contract based on weather. The request was for a time extension of 50 days. The request was denied. Again I recommend that no time extension be granted in the subject request. Weather conditions this summer were not unusual for the Portland area.
>
> I recommend that the portion of the contractor's request citing changes in the original storm sewer plans be considered. It was necessary to remove and replace storm sewer pipe left of Station 186 and 205 and also necessary to chip the footings of concrete retaining walls in order that the pipe from the inlets would be low enough to provide sufficient cover. The above work was done under Order for Extra Work No. 2 and subsequently delayed the finishing of the subgrade for 8 days.

CC: Bryant Jackmond with attached original.
Recommend the 23 days be granted for the rea listed by Bill Tison. Marion Craft

Contains Recycled Materials
81-125-1387

At a very late date last year Design requested that a 42-inch pipe be placed as a by-pass of the pump station thereby connecting the 84-inch storm sewer directly with the 66-inch. The contractor excavated 755 cubic yards of material unavoidably disturbing a partially completed slope. The contractor also placed 189 lineal feet of 42-inch storm sewer pipe. An inlet was laid in the 84-inch pipe and a foot thick wall of concrete was formed around the 42-inch pipe completely plugging the 84-inch. A skewed outlet connection was cut in the wall of the 66-inch pipe and sealed with concrete. Payment was under Bid Item No. 24-- 42-inch pipe and Bid Item No. 12 Trench Excavation. The contractor made no request for compensation for the very difficult work of cutting the skewed connection in the wall of the 66-inch storm sewer or for the concrete forming work to seal both the inlet and outlet connections. This work delayed the completion of other critical contract drainage work. The contractor spent eight days doing the work. 8

As for delay of the project work due to conflict with Contract 9277 Columbia River - Powell Boulevard, it is my opinion that under normal circumstances Contract 9277 should not have been let on top of a partially completed contract where there would be no possible way to avoid a major conflict in contract work. For some special reason contract 9277 was let and what normally would have developed into a major conflict of work did not materialize. This was due to the lack of manpower, the lack of equipment, and the lack of coordination of the subcontractor doing the grading and roadbed finishing. The following events are related:

On June 22, 1981 the contractor of Contractor 9277 began construction of a double 9' x 5' drainage structure on the left shoulder of the northbound lanes between Stations 160 - 180 making it impossible to finish the roadbed and slopes in this area until after completion of the drainage structure on September 1, 1981. As it happened, due mostly to the lack of effort by the contractor of the subject project, all of the work not under conflict was finished on August 31, 1981-- just one day before work was completed on the drainage structure. On Friday September 4 the contractor for Contract 9277 cleaned the area to preconstruction conditions. Work began on September 7 and continued with vigor until completion of the project. 7

Consider 7 days time extension for "conflict of work" due to the above reasons.

A summary of considerations are as follows:

1. Order for Extra Work No. 2	8-Days Extension
2. 42-inch Storm Sewer By-pass	8 Days Extension
3. Conflict of contract Work	7 Days Extension
Total Days Recommended ------------	23 Days Extension

WAT/mc
cc: file

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 31, 1981

In Reply Refer to
File No.: CON 5 #9102

MOCON Underground Corporation
P.O. Box 3258
Salem, OR 97302

Re: Time Extension Request
Columbia Slough-N.E. Failing St.
Contract No. 9102

Gentlemen:

Your request for additional contract time in which to complete the above project has been carefully reviewed and is denied. The reason stated in your request was "above normal rainfall 5-1-81 to 6-19-81". Rainfall in Portland during May and June is "reasonably predictable" and, in accord with the contract terms, is not a valid reason for additional contract time.

According to project reports and records it appears that insufficient labor, equipment and supervision have been committed by you to provide for timely completion of this project. It is your responsibility under the contract to provide supervision necessary to coordinate your work as well as the work of your subcontractors. Please promptly furnish Resident Engineer Tison a detailed schedule for the remaining work under this contract showing the manpower, equipment and supervision you are going to commit to this project in order to complete the work in a timely manner.

Sincerely,

T Keasey

C. T. Keasey
Assistant State Highway Engineer

OBJ:fr

cc: H. S. Coulter (w/att.)
Ed Hardt "
William Tison "

RECEIVED
STATE HIGHWAY [illegible]
AUG 31 '81
REFER TO

Form 734-3122

STATE OF OREGON
9250 N.E. Skidmore St.
Portland, Oregon 97220

RECEIVED
AUG 2[illegible] 1981
CONSTRUCTION BRANCH

INTEROFFICE MEMO

TO: Ed Hardt
Regional Engineer

DATE: August 13, 1981

FROM: W.A. Tison
W. A. Tison
Resident Engineer

RE RME
TE RECEIVED RSM
UE 1981 RSC
SO REGION I RBI
TO

SUBJECT: Contractors Request for Time Extension
Columbia Slough - N.E. Failing St.
East Portland Freeway
Contract 9102

Attention: Marion Craft

Attached herewith one (1) copy of Form E-320, "Contractors Request for Increase in Number of Workdays to Complete Construction Contract".

Relative data for the project is as follows:

March 5, 1980	Contract awarded.
March 19, 1980	Calendar day count started.
March 20, 1980	Work began.
September 11, 1980	Storm sewer completed.
November 1, 1980	Original expiration storm sewer time completion.
April 22, 1981	Original expiration 400 calendar days.
October 5, 1981	Expiration project time after time allowed for stop work orders.

Portland International Airport 1970 - 1981 precipitation records are tabulated as follows:

JUNE

	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981
Total Precip	0.49	1.76	0.68	1.45	0.80	1.13	0.78	0.83	1.69	0.64	2.50	3.23
Days Precip	-	-	5	9	5	10	7	3	7	6	16	15

MAY

	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981
Total Precip	1.55	1.00	2.23	1.43	1.74	1.35	2.29	4.30	3.17	2.41	2.19	2.25
Days Precip	-	-	9	11	12	9	12	21	12	8	11	16

Analysis of contractor's request using the above data is as follows.

[illegible]
I agree with Tison's statements and his recommendation.
Marion Craft
8-25-81

Contains Recycled Materials

The stop work order of January 28, 1981 was rescinded and the contractor resumed work on May 4, 1981. This is the earliest date that work could start. The month of May 1981 I consider normal. The month of June had above average precipitation. This added moisture would have been benificial to the contractor in the finishing of the northbound lanes from Columbia Blvd. to the southerly end of the project. The materials in this area were composed of gravels. No effort was made to finnish this grade at this time. The prime contractor, Mocon Underground, has not had a representative on the project to coordinate the work and no attempt was made to furnish a work schedule as requested by this office. A tabulation of manpower and equipment is included for your information. With a coordinator who knows how to complete a project and with good personnel and equipment in good condition, this project should be near completion at this time. As it stands, there is no coordination of work. The subcontractor skips from one thing to another, never completing any one item. In the manner the work is being coordinated, the manpower and equipment being used is inadequate to finish the project in the prescribed time.

Judging from the interest shown from the prime contractor, It is my opinion that they could care less when the project is completed.

On this basis I recommend, that no days time extension be granted.

8-28

CTK-

I concur that the contractor's request for additional time due to "above normal rainfall" from 5-1 thru 6-19-81 be denied since rainfall in May and June in Portland is definitely predictable and not a valid reason for time extension.

WAT/pl

cc: file

9'-2

STATE OF OREGON

INTEROFFICE MEMO

TO: E. L. Hardt
Region I Engineer

DATE: August 4, 1981 CON 5
9102

FROM: Walter J. Hart ORIGINAL SIGNED
Bridge Engineer WALTER J. HART

SUBJECT: Interstate 205 Freeway Pumping Station

Attached are the Operation Narrative and Schematic Diagrams of the Interstate 205 Freeway Pumping Station located near Station 180 which you requested in Duane Christensen's July 9 memo.

If you have any questions, please contact Keith Johnston or Gordon Ballard in Bridge Design, 378-6551.

KRJ:jrb

Attachments

cc /w/attachments: J. H. Versteeg
D. O. Christensen
Roy T. Heinz

Contains
Recycled
Materials

STORM DRAINAGE SYSTEM
INTERSTATE 205
(Vicinity of Columbia Boulevard)

NARRATIVE

That portion of the Freeway between Sandy Boulevard ("L"120+00) and Columbia Boulevard ("L"180+00) is too low to be drained by gravity into the aqueduct provided for storm drainage along Interstate 205. This portion of the freeway can be drained into Columbia Slough except for the environmental prohibition against contaminating Columbia Slough with roadway oils, debris, et cetera.

It was decided and approved by the County that all storms providing a storm runoff of less than 2.5 cfs (1,200 gpm±) would be pumped into the Main Aqueduct. This would pump to the river over eighty percent of the total storm runoff and flush the system of contaminants. Any gulley washer with a runoff of over 2.5 cfs (1,200 gpm±) would fill the pump station to overflow and be carried to Columbia Slough supposedly free of roadway contaminants.

The operational sequence is as follows (See accompanying diagram):

Phase 1

Runoff enters through the 48-inch pipe and fills the wet well to a depth of 42 inches where float switch No. 2 is activated, and the lead pump is turned on. If the inflow is less than 1.25 cfs (approximately 600 gpm), this pump will lower the level in the wet well to float switch No. 1 which will shut the pump off and activate the pump alternator so that the lag pump will be used next time (to balance pump wear).

Phase 2

If the inflow is greater than 1.25 cfs, the water level will rise to float switch No. 3 which will turn on the lag pump, and both lead and lag pumps will operate. If the inflow is less than 2.5 cfs (approximately 1,200 gpm),both pumps operating together will lower the level in the wet well to float switch No. 1, which will shut the pumps off and actuate the pump alternator.

Phase 3

If the inflow is greater than 2.5 cfs, both pumps will come on as described in Phase 2, but the water level will rise to float switch No. 4 which will turn off both pumps. At this level, water will be flowing out through the

66-inch pipe to Columbia Slough, and none will be pumped to the aqueduct. As the inflow recedes, the water level will drop below float switch No. 4, both pumps will be turned on, and the sequence will proceed as described in Phase 2.

Maintenance

The 36-inch pipe is being left in place and fitted with a sluice gate for use as a diversion line in the event that the drainage flume beyond the end of the 84-inch pipe needs maintenance.

STATE OF OREGON

INTEROFFICE MEMO

TO: DUANE CHRISTENSEN
Design Section

DATE: July 9, 1981

FROM: EDWARD L. HARDT Edward L. Hardt
Region Engineer

SUBJECT: I-205 FREEWAY PUMPING STATION

As part of the Columbia River Bridge to Powell Blvd. Section of I-205 the contractor is presently building the drainage flume northerly from Station 160, which is the vicinity of the pump station. Although on several occasions your designers have attempted to explain to me how this complex drainage system works, I have never completely understood it. Resident Engineer Roy Heinz has this contract and he freely admits that he doesn't understand how the drainage in this area (Station 160) and the pumping station operate. One of these years we will be turning this completed system over to our maintenance people and it will be obviously necessary for someone to show them how it works. Therefore, I'd appreciate it if you would have someone in your section knowledgeable with this system write up a narrative report with a schematic diagram of how the pump station, bypass lines, outfall sewer, etc., in and around Station 160 is intended to operate.

ELH/cp

July 13, 1981

To:- Gordon Bullard
As discussed with you,
please discuss with
Hardt & furnish schematic
diagram

Lyle Watson

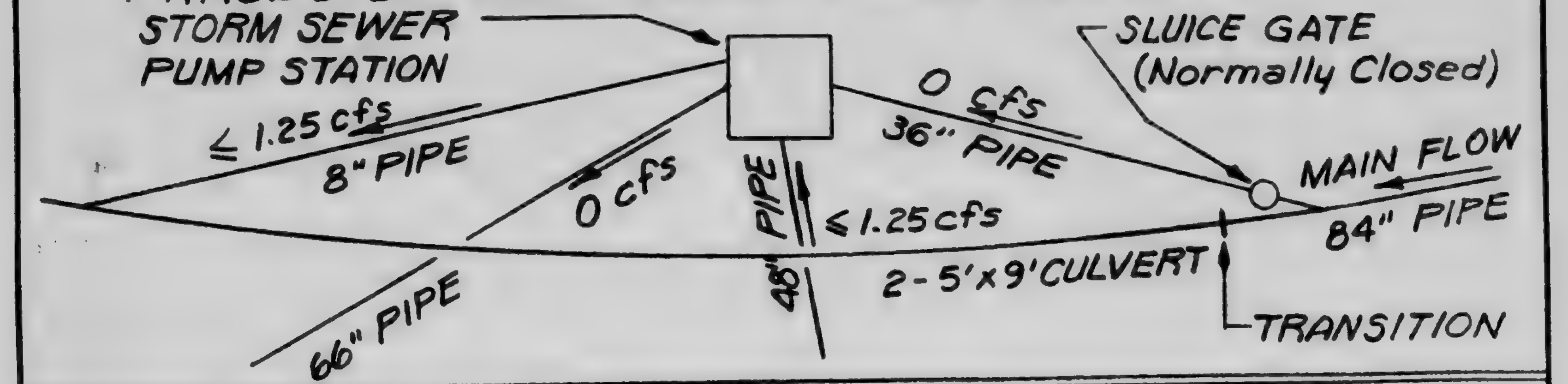
C.C. Edward Hardt

1 Versteeg PRV
Anderson
2 Watson
llivan

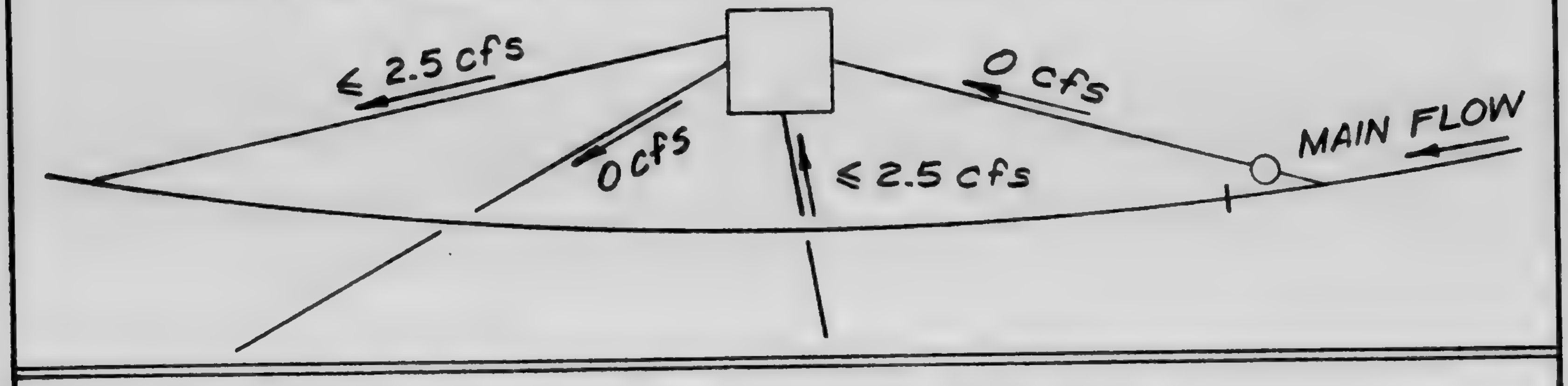
REC
JUL 10 1981
ROAD DES'G

RECEIVED
JUL 14 1981
BRIDGE SECTION

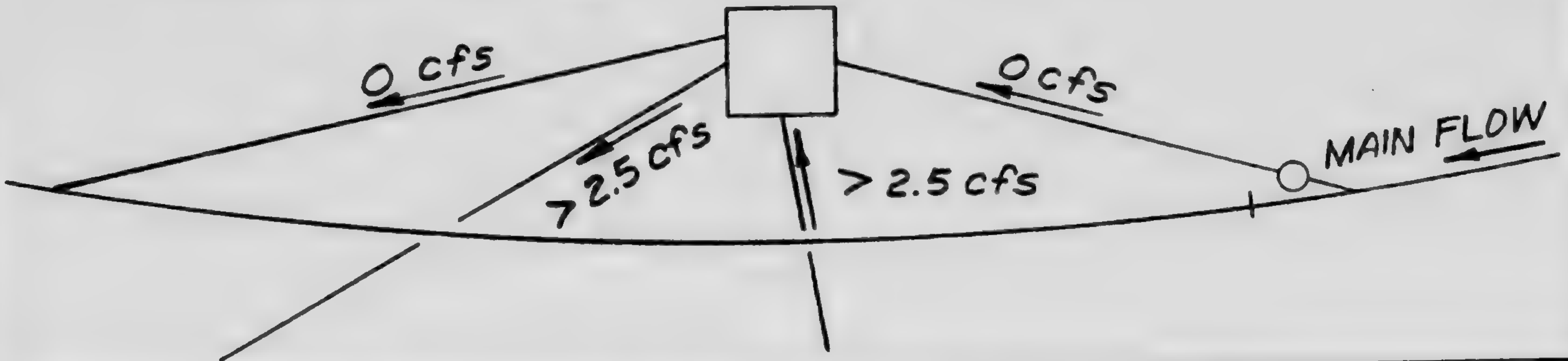
PHASE 1: INFLOW LESS THAN 1.25 c.f.s.


STORM SEWER PUMP STATION
SLUICE GATE (Normally Closed)
0 cfs
36" PIPE
MAIN FLOW
84" PIPE
≤ 1.25 cfs
8" PIPE
0 cfs
48" PIPE
≤ 1.25 cfs
2-5'x9' CULVERT
TRANSITION
66" PIPE

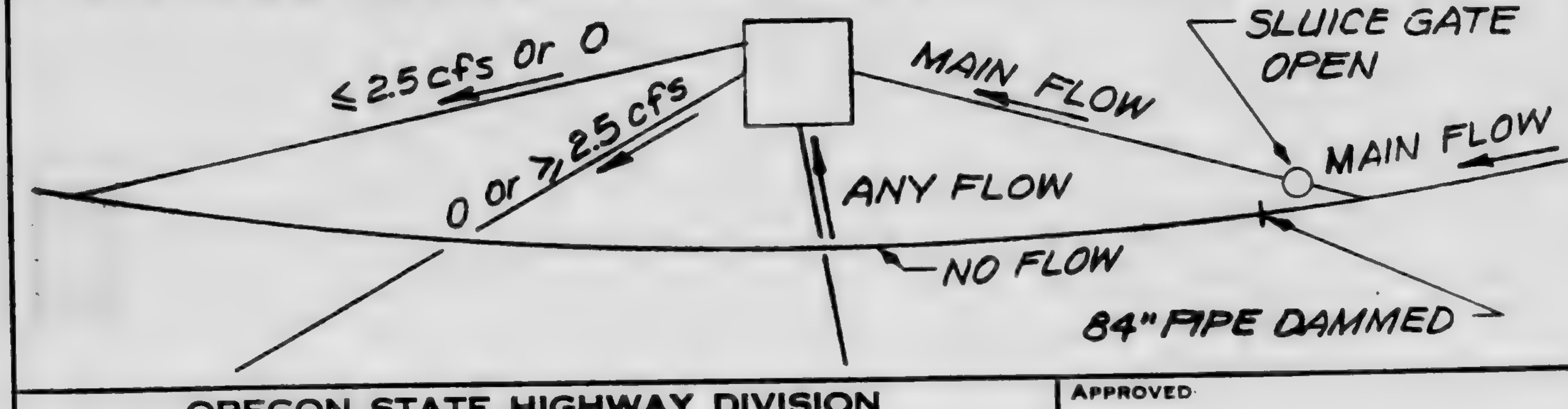
PHASE 2: INFLOW BETWEEN 1.25 c.f.s. - 2.5 c.f.s.


≤ 2.5 cfs
0 cfs
MAIN FLOW
0 cfs
≤ 2.5 cfs

PHASE 3: INFLOW OVER 2.5 c.f.s.


0 cfs
0 cfs
MAIN FLOW
> 2.5 cfs
> 2.5 cfs

MAINTENANCE: DRAINAGE FLOW DIVERSION


≤ 2.5 cfs or 0
MAIN FLOW
SLUICE GATE OPEN
MAIN FLOW
0 or ≥ 2.5 cfs
ANY FLOW
NO FLOW
84" PIPE DAMMED

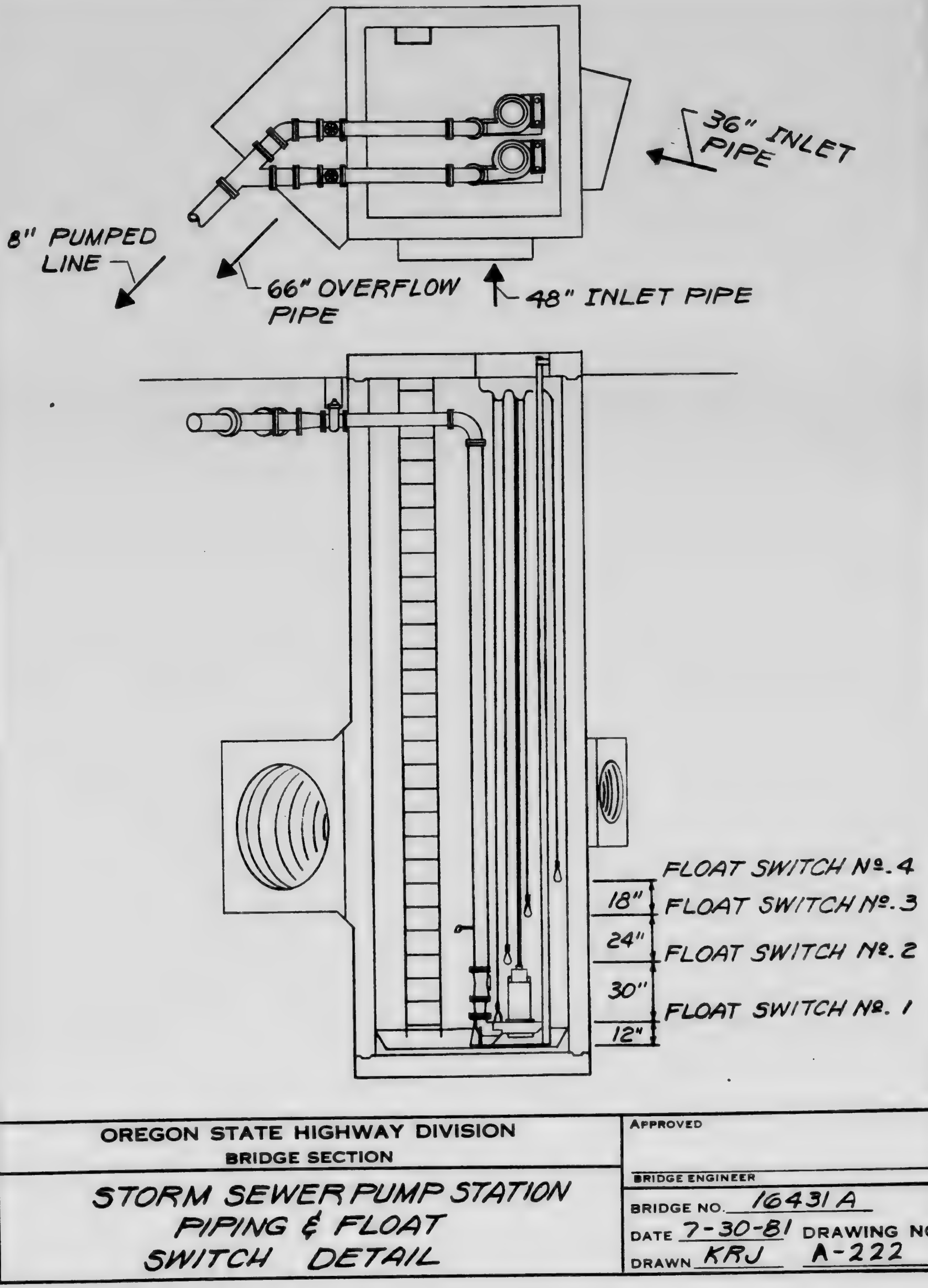
OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

STORM SEWER PUMP STATION
OPERATION SCHEMATIC

APPROVED

BRIDGE ENGINEER

BRIDGE NO. 16431 A
DATE 7-31-81 DRAWING NO. A-221
DRAWN KRJ


36" INLET PIPE
8" PUMPED LINE
66" OVERFLOW PIPE
48" INLET PIPE
FLOAT SWITCH Nº. 4
18"
FLOAT SWITCH Nº. 3
24"
FLOAT SWITCH Nº. 2
30"
FLOAT SWITCH Nº. 1
12"

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

STORM SEWER PUMP STATION PIPING & FLOAT SWITCH DETAIL

APPROVED

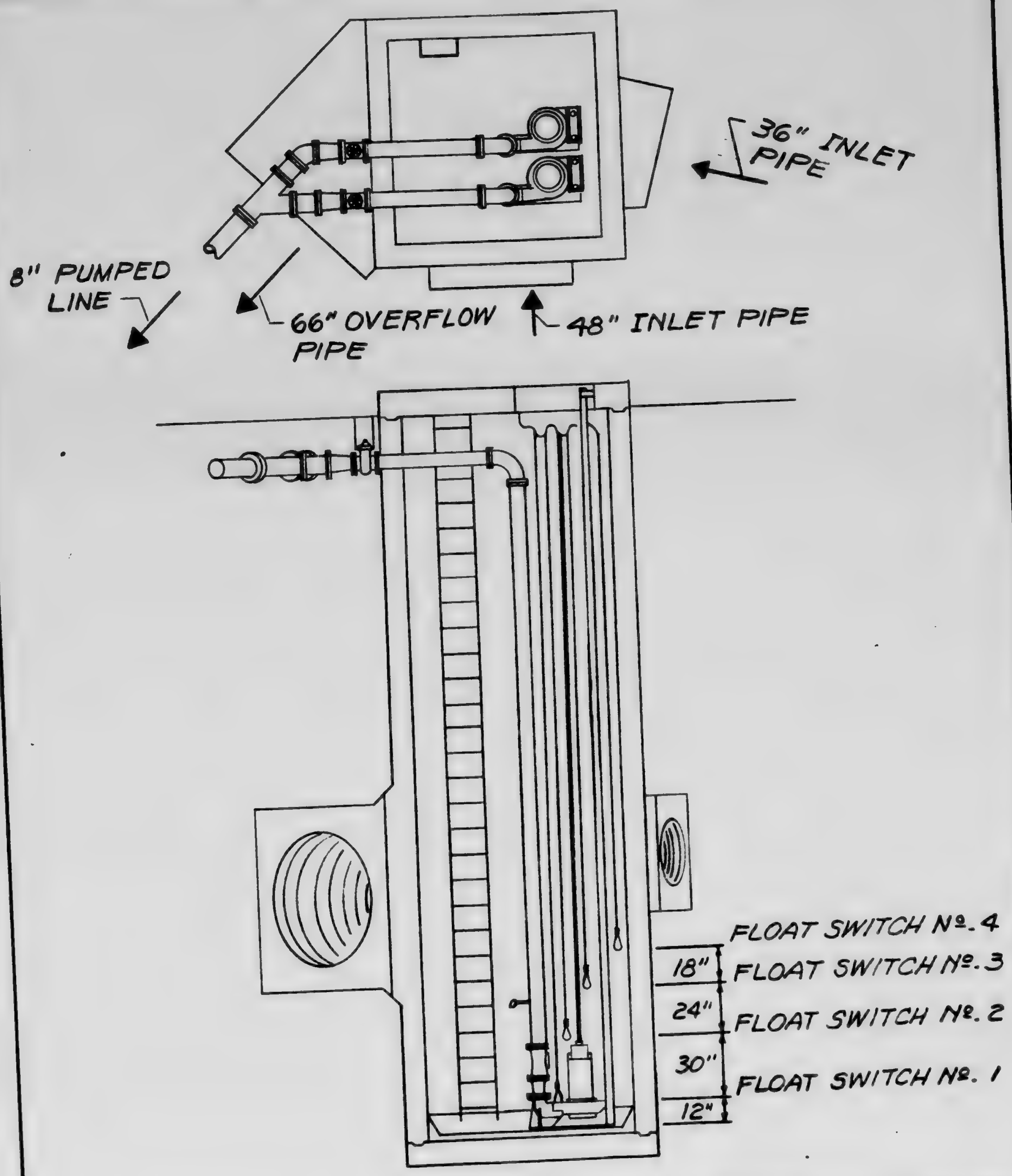
BRIDGE ENGINEER

BRIDGE NO. 16431 A

DATE 7-30-81

DRAWN KRJ

DRAWING NO A-222


36" INLET PIPE
8" PUMPED LINE
66" OVERFLOW PIPE
48" INLET PIPE
FLOAT SWITCH Nº. 4
18"
FLOAT SWITCH Nº. 3
24"
FLOAT SWITCH Nº. 2
30"
FLOAT SWITCH Nº. 1
12"

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

STORM SEWER PUMP STATION PIPING & FLOAT SWITCH DETAIL

APPROVED

BRIDGE ENGINEER

BRIDGE NO. 16431 A
DATE 7-30-81
DRAWN KRJ
DRAWING NO A-222

1-205

STATE OF OREGON

INTEROFFICE MEMO

TO: A. D. OLSON
Preliminary Design Engineer

DATE: March 9, 1981

FROM: EDWARD L. HARDT
Region Engineer Edward L Hardt

SUBJECT: COLUMBIA SLOUGH-FAILING STREET SECTION
EAST PORTLAND FREEWAY

Your January 29 letter transmitted some recommendations from Merlyn Anderson regarding what we should do with the troublesome slope above the retaining walls in the Maywood area. We had suggested paving them with some kind of hard surface to eliminate a difficult maintenance task. You asked for our comments on Mr. Anderson's report. I handed that to District Engineer Maury Payne and his comment is as follows: "I would still like to see a relatively maintenance-free area, but if that is beyond ... Design we would settle for the plantings and a 3' high fence."

ELH/cp
cc Maury Payne

1 Verstoeg ✓
3 Anderson
Christensen
2 Olson
Sullivan
Terpin
Wakerlig

RECEIVED
MAR 10 1981
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring
Action

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-205-7(74)312
2. STATE PROJECT NO. See below
2A. COUNTY NAME Multnomah
3. FROM
E.J. Valach, Acting Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.
5. ITEM NO. 80158
6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 6/24/80
8. FEDERAL ROUTE NUMBER Interstate 205
9. STATE ROUTE NUMBER Primary 64
10. GENERAL LOCATION:
Columbia Slough - NE Failing Street Section
11. GENERAL DESCRIPTION OF WORK
Utility Adjustment
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested in Mr. Swan's letter of 1/5/81 this will confirm the advance approval date of 6/24/80 to proceed with the adjustments of Pacific Power and Light Company's power pole on an actual cost basis estimated to be $241.53 Federal Funds $222.73.

I approve the agreement with Pacific Power and Light.

Approval and Participation for the eligible portion of the Work Authorized above is subject to the Provisions of the Federal Aid Program Manual.

RECEIVED
STATE HWY ENGR
MAR 19 '81
REFER TO
[illegible]

14. DATE 3/2/81
15. SIGNATURE OF APPROVING OFFICIAL G.K. [illegible]
16. TITLE for Acting Division Administrator

FORM PR-1240 PREVIOUS EDITIONS MAY BE USED

7102

1-205

ROAD DESIGN SECTION

DES 20-7

Ed Hardt
Region I Engineer

January 29, 1981

A Olson
A. D. Olson
Preliminary Design Engineer

Columbia Slough-Failing Street Section
East Portland Freeway (I-205)
Multnomah County

Your comments in regard to future maintenance of the area on the freeway side of the Maywood sound berms have been discussed with our landscape people and others.

While paving the area and painting it green might be a permanent solution, it would be expensive and of questionable acceptability. I would hope that such drastic measures won't be necessary.

Attached for your consideration is a report from the Landscape Engineer. Your comments are requested.

JAN 30 1981

H T-Versling

ADO:ja

Attachment

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 20-1

TO: Hal Versteeg
Road Design Engineer

DATE: December 19, 1980

FROM: Merlyn Anderson
Landscape Engineer

SUBJECT: Ed Hardt's December 10, 1980 letter
re Slope Upkeep on the Columbia Slough-
Failing Street Section, I-205

I am aware of the potential problems in maintaining the slope between I-205 and Maywood Place. Our intent is to include this area in the future Columbia River Bridge-N.E. Failing Street Roadside Improvement Project. We plan to plant the slope with Japanese Rose to minimize maintenance and retain the natural character of the area. Japanese Rose is very hardy, covers rapidly, and should only require periodic applications of Casoron until a good cover is established. Due to the size of the area, hard surface methods of covering the slope such as paving, block and rock, would be expensive and incompatible with the nature of the area.

If it is determined that maintenance personnel must work near the top of the retaining wall, a 3'-4' chain link fence could be installed directly behid the top of the wall.

Boston Ivy was planted along the top of the retaining wall in the Maywood Place landscaping project. The ivy was planted to cascade down the face of the retaining wall and was not intended to cover the slope area.

Due to the construction schedule changes on I-205, the roadside improvement of this area may be delayed for an undetermined length of time. Possibly we should consider this slope area between Maywood Place and I-205 in a separate contract if it is causing immediate or near future concerns.

MA:ja

STATE OF OREGON

INTEROFFICE MEMO

TO: HAL VERSTEEG
Road Design Engineer

DATE: December 10, 1980

FROM: EDWARD L. HARDT
Region Engineer

SUBJECT: SLOPE UPKEEP
Columbia Slough-Failing St. Section
I-205
Contract 9102

When we were touring with the Design Review Team in October we noticed an area along I-205 that will be very difficult to maintain in the future. This is the 2:1 slope between Maywood Place and the freeway. It has a right-of-way fence enclosing it at the top and a retaining wall at the bottom. I've attached four photographs showing this area.

The presence of the fence at the top of this slope makes access for maintenance difficult and the drop-off below the retaining wall at the bottom makes it a hazardous place for maintenance people to work. This area is especially sensitive since the neighbors in Maywood Park will not tolerate weeds which could contaminate their lawns and our landscaped area alongside of Maywood Place. The recently finished landscaped project in this area planted ivy in a portion of this slope but our expectation is it will be a long time before this ivy "takes over" and it will require considerable hand maintenance to thrive. This hand maintenance would be difficult, expensive, and hazardous, so we'd like to propose another solution. We'd like to put some kind of hard surface on this slope. Standard concrete block slope paving, if done tastefully to break up the large expanse, which is approximately 30'X2000', could be used. Gunnited large round rocks would take care of the problem and would get away from the monotony of a flat paved surface. There may be other ideas that would work better but this is the type of treatment that we'd like to see which would eliminate any future maintenance. Before you make any final decision on this problem, I would invite you to take a look at the area the next time you are in Portland in order that you can get a better understanding of what we're talking about.

ELH/cp
Attachment
cc Maury Payne
   Bill Tison

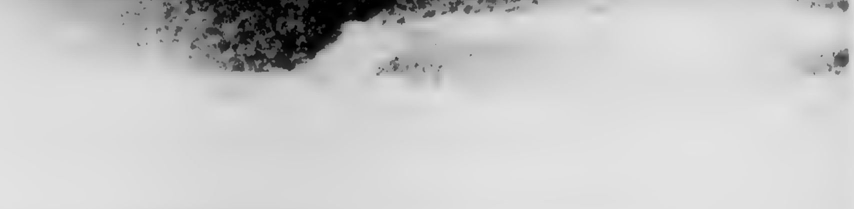
Contains
Recycled
Materials
81-125-1387

Col St. - Failing Section
I 205
#9102

Looking easterly across freeway at sound berm and retaining wall.

Trees [illegible] berm and retaining wall) were recently planted under landscape contract. Trees have been planted [illegible] @ 10-12 cts.

8 • NOV •



RECEIVED
TECHNICAL SERVICES
JAN 6'81
REFER TO
FOR
Info Inves R/D D/R Sign Act

ROW 18-4

January 5, 1981

TO: Glen L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operations Programming Engineer

NOTED
E. S. HUNTER

SUBJECT: Second Relocation of Temporary Lighting Pole
Pacific Power & Light Company
Clackamas River-Washington State Line Utility Project
(Columbia Slough-NE Failing St.)
East Portland Freeway
Multnomah County
Project No. I-205-7(74)312

Here is a copy of a final billing of cost to adjust Pacific Power and Light Company's temporary lighting pole and a breakdown of the cost obtained by our Accounting Section.

The relocation of the temporary lighting pole was required to accomodate the construction of a storm sewer in NE Columbia Blvd. The pole was originally set at a location approved by the State. At the time the temporary lighting was installed, the location of the storm sewer was not known. It is the State's opinion that PP&L is entitled to reimbursement for the second installation of the pole.

The conflict was not originally anticipated, therefore, Pacific Power and Light Company was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the billing herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will not be issued as this is a temporary construction installation.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a segment of facilities less than one mile in length.

There will be no betterment derived from the proposed adjustment of the Company's facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of June 24, 1980 under the provisions of PPM 30-4 and 30-4.1 is requested. Actual cost to the State is $241.53.

DES/JMC/vlw
Enc.

cc: E. S. Hunter
Jack M. Cartwright
Rich Evans
Gary Kennen

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. 205-7(74)312

STATE PROJECT NO. See below

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 80158

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
DEC 15 '80
REFER TO
FOR
Info | Inves | R/O | C/S | Surv | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
2/6/80	6/12/80	Interstate 205
		STATE ROUTE NUMBER Primary 64

GENERAL LOCATION:

Columbia Slough - NE Failing Street Section

GENERAL DESCRIPTION OF WORK:

Utility Adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

XX☒ OTHER (Specify) Utility adjustment
Parkrose Water District

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter this will confirm the advance approval date of 6/12/80 to proceed with the actual adjustments of the Parkrose Water District's Water Meter Adjustment. Reimbursement on an actual cost basis estimated to be $1,090 Federal Funds $1,005 is approved. I Approve the agreement with the Parkrose Water District.

Approval and Participation for the eligible portion of the Work Authorized above is subject to the Provisions of the Federal aid Program Manual.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
12/10/80		for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1975 631-893

L

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
TECHNICAL SERVICES
DEC 3'80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

December 1, 1980

In Reply Refer to File No
ROW 18-4

TO: Glen L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Actual Cost Billing
Water Meter Adjustment
Columbia Slough-N.E. Failing St. Section
East Portland Freeway
Multnomah County
Project No. I-205-7(74)312

Here is a copy of a final billing of the actual cost to adjust a water meter owned by Parkrose Water District dated October 31, 1980, and a sketch showing the location of the work.

A certification prepared by Gary Kennen as to the District's rights in the land occupied by their facilities is in our files.

The conflict was not originally anticipated, therefore, the District was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the billing and sketch submitted herewith and our letter approving the cost of adjustment.

A stipulation for settlement with a property owner, Norman A. and Dorothy Thoreson, required the State to extend N.E. 101st Avenue to provide access to a trailer park on the owners' remaining property. Construction of the East Portland Freeway removed existing access. The extension and paving of N.E. 101st Avenue required the adjustment of Parkrose Water District's meter to grade. The Resident Engineer knowing that the street extension was an anticipated item assumed that related work did not require separate approval.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a crossing of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the District's facilities.

Your approval of the actual cost agreement, as evidenced above, and authorization for the work under the provisions of PPM 30-4 is requested. Total cost to the State is $1039.75.

DES/JMC/llr
Enc.
cc: E. S. Hunter, J. M. Cartwright,
Wm. A. Tison, Gary Kennen

Form 734-3122

DOUGLAS, GRIM, CARSON & DICKEY, P.C.
ATTORNEYS AT LAW
THE OLD GARFIELD SCHOOL
528 COTTAGE STREET N.E.
SALEM, OREGON 97301

BRUCE E. DOUGLAS
BRUCE H. GRIM
LUCIAN J. CARSON
DON A. DICKEY

TELEPHONE
(503) 378-1015

Certified
PO 8 9974135

September 25, 1980

Oregon State Highway Division
Bridge Section
Transportation Building, Room 329
Salem, Oregon 97310

RE: East Port Freeway I-205
Contract No. 9102 & 9417
Delivery Notice to State

Gentlemen:

This firm represents Pafco Manufacturing Corporation in regard to the above-entitled matter., This letter is to comply with ORS 87.021.

Other relevant information includes the following:

(1) Pafco has supplied pre-cast concrete sound barriers for use in construction on the Freeway at two (2) sites: (a) Columbia Slough, NE Failing St., Portland, OR, Contract #9102, East Portland Freeway I-205; and (2) SE 92nd Avenue to SE Lester Ave., Contract #9147, East Portland Freeway I-205;

(2) Mocon Corporation President Bob Morrow, Jr. ordered the materials;

(3) A lien may be claimed for all materials and supplies delivered after a date which is ten (10) days before this notice was delivered or mailed;

(4) Payment to Mocon Corporation does not remove the right of Pafco to claim a lien against property unless Pafco is in fact paid.

RECEIVED
SEP 26 1980
BRIDGE SECTION

(5) No further notice to the State of Oregon of this or any subsequent delivery is necessary.

Yours very truly,

DOUGLAS, GRIM, CARSON & DICKEY, PC

Don A Dickey

DON A. DICKEY

DD:JH

cc: Mocon Corporation
2700 - 19th,SE
Salem, Oregon

Pafco Manufacturing Corp.
2725 - 19th St., SE
Salem, Oregon

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

.102

L

August 27, 1980

Mocon Corporation
2700 S. E. 19th Street
Salem, OR 97302

CON 5
#9102

Gentlemen:

This will acknowledge receipt of a Contract Assignment on Contract No. 9102 for work on the Columbia Slough-Northeast Failing Street Section of the East Portland Freeway in Multnomah County from Mocon Corporation to Mocon Underground Corporation.

In accordance with this assignment, all money due on said contract will be made payable to Mocon Underground Corporation, P. O. Box 3258, Salem, OR 97302.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn

cc Fireman's Fund Insurance Co.
121 S. W. Salmon, Suite 900
Portland, OR 97204

Mocon Underground Corporation
P.O. Box 3258
Salem, OR 97302

bc Ed Hardt
C. T. Keasey Attn: Warren Richards
V. E. Skoog Attn: Jan Peterson
Bob Church
W. A. Tison
Jack Sollis

STATE OF OREGON

9250 N.E. Skidmore St.
Portland, Oregon 97220

INTEROFFICE MEMO

DATE: August 20, 1980

TO: Warren Richards
Construction Office Engineer

FROM: W. A. Tison
Resident Engineer

SUBJECT: CONTRACT ASSIGNMENT
Columbia Slough - N.E. Failing St.
East Portland Freeway
Contract 9102

The following forms relating to the Contract Assignment of the subject project are transmitted herewith:

2 - Copies	Form 81-734-1204	ASSIGNMENT OF CLAIM
2 - Copies		CONTRACT ASSIGNMENT
2 - Copies	General Power of Attorney	

Please advise this office when this assignment is approved and at that time we will instruct Mocon Underground Corporation to issue a subcontract with Mocon Corporation for their part of the work.

8-22-80
XC w/ original attachments
sent to Comm. Services.
W.R.

assignment ok'd
JCS
8/25-80

W. A. Tison
Resident Engineer

by Peter A. Langway
Peter A. Langway
Office Technician

PL

cc: Ed Hardt
file

RECEIVED
AUG 22 1980
CONSTRUCTION BRANCH
2
1
Williams
Richards W
Berg
Inloes
Church

Contains Recycled Materials
81-125-138

CONTRACT ASSIGNMENT

Contract 9102

In consideration of MOCON UNDERGROUND CORPORATION assuming the responsibility of completeing contract #9102, Entered into on March 17, 1980, Between the State of Oregon, by and through this Department of Transportation, Highway Division and MOCON CORPORATION, MOCON CORPORATION hereby assigns to MOCON UNDERGROUND CORPORATION all proceeds from said Contract from and after the date of this assignment.

MOCON COPORATION
Robert [illegible]
Pres
Title

Date August 11, 1980

Assignment Accepted

MOCON UNDERGROUND CORPORATION
Wendell Larson
Vice Pres
Title

Date August 11 1980

Address P. O. Box [illegible]
[illegible]

Assignment Approved
Firemans Fund Insurance Co.
Surety on Contract #9102

Kathleen M. [illegible]
Title ATTORNEY IN FACT

Date 8/14/80

Form 81-734-1204

S[illegible]TE OF OREGON—HIGHWAY DIVI[illegible]N

ASSIGNMENT OF CLAIM

FOR THE CONSIDERATION OF Three million, five hundred ninety-eight thousand, seven hundred sixty-two dollars and forty five cents.

($3,598,762.45 Dollars, to us paid, We hereby sell, assign and transfer the within claim for *** all money due or to become due *** all proceeds *** including retainage *** in connection with Contract No. 9102 with the Oregon State Transportation Commission for the Columbia Slough - N. E. Failing St. portion of the East Portland Freeway, Multnomah County, Oregon.

to MOCON UNDERGROUND CORPORATION and authorize and empower said MOCON UNDERGROUND CORPORATION to act as agent for us and in our name, place and stead, to verify said claim and to sign, receipt for and receive any warrant which may hereafter be drawn on the Treasurer of the State of Oregon or the various counties within said State of Oregon in payment of said claim, and to indorse said warrant for payment by said Treasurer; provided, however, that nothing herein shall in any manner supersede or defeat the state's prior and superior claim and interest in and to said funds, and provided further that this assignment is subject to all of the provisions of ORS 366.420, and, if the same is honored, either in whole or in part, by the State Highway Division such action by the Division shall be controlled at all times by the terms of said statute, not only with respect to payments made but likewise with respect to future payments.

Witness my hand this 16th day of August, 1980

Executed in the presence of us as witnesses:

MOCON CORPORATION

GENERAL POWER OF ATTORNEY

THE AMERICAN INSURANCE COMPANY

KNOW ALL MEN BY THESE PRESENTS: That THE AMERICAN INSURANCE COMPANY, a Corporation duly organized and existing under the laws of the State of New Jersey, and having its Home Office in the City and County of San Francisco, California, has made, constituted and appointed, and does by these presents make, constitute and appoint

-----KATHLEEN M. SADOWSKI-----

SALEM, OREGON

its true and lawful Attorney(s)-in-Fact, with full power and authority hereby conferred in its name, place and stead, to execute, seal, acknowledge and deliver **any and all bonds, undertakings, recognizances or other written obligations in the nature thereof** --

and to bind the Corporation thereby as fully and to the same extent as if such bonds were signed by the President, sealed with the corporate seal of the Corporation and duly attested by its Secretary, hereby ratifying and confirming all that the said Attorney(s)-in-Fact may do in the premises.

This power of attorney is granted pursuant to Article VIII, Section 30 and 31 of By-laws of THE AMERICAN INSURANCE COMPANY now in full force and effect.

> "Article VIII. *Appointment and Authority of Resident Assistant Secretaries, and Attorney-in-Fact and Agents to accept Legal Process and Make Appearances.*
>
> Section 30. *Appointment.* **The Chairman of the Board of Directors, the President, any Vice-President or any other person authorized by the Board of Directors, the Chairman of the Board of Directors, the President or any Vice-President, may, from time to time, appoint Resident Assistant Secretaries and Attorneys-in-Fact to represent and act for and on behalf of the Corporation and Agents to accept legal process and make appearances for and on behalf of the Corporation.**
>
> Section 31. *Authority.* The Authority of such Resident Assistant Secretaries, Attorneys-in-Fact, and Agents shall be as prescribed in the instrument evidencing their appointment, and any such appointment and all authority granted thereby may be revoked at any time by the Board of Directors or by any person empowered to make such appointment."

This power of attorney is signed and sealed under and by the authority of the following Resolution adopted by the Board of Directors of THE AMERICAN INSURANCE COMPANY at a meeting duly called and held on the 28th day of September, 1966, and that said Resolution has not been amended or repealed:

"RESOLVED, that the signature of any Vice-President, Assistant Secretary, and Resident Assistant Secretary of this Corporation, and the seal of this Corporation may be affixed or printed on any power of attorney, on any revocation of any power of attorney, or on any certificate relating thereto, by facsimile, and any power of attorney, any revocation of any power of attorney, or certificate bearing such facsimile signature or facsimile seal shall be valid and binding upon the Corporation."

IN WITNESS WHEREOF, THE AMERICAN INSURANCE COMPANY has caused these presents to be signed by its Vice-President, and its corporate seal to be hereunto affixed this 22nd day of February, 19 77.

THE AMERICAN INSURANCE COMPANY

By William W. Lauber
Vice-President

STATE OF CALIFORNIA,
CITY AND COUNTY OF SAN FRANCISCO } ss.

On this 22nd day of February, 19 77, before me personally came William W. Lauber to me known, who, being by me duly sworn, did depose and say: that he is Vice President of THE AMERICAN INSURANCE COMPANY, the Corporation described in and which executed the above instrument; that he knows the seal of said Corporation; that the seal affixed to the said instrument is such corporate seal; that it was so affixed by order of the Board of Directors of said Corporation and that he signed his name thereto by like order.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal, the day and year herein first above written.

OFFICIAL SEAL
SUSIE K. GILBERT
NOTARY PUBLIC - CALIFORNIA

Susie K. Gilbert
Notary Public

CERTIFICATE

STATE OF CALIFORNIA,
CITY AND COUNTY OF SAN FRANCISCO } ss.

I, the undersigned, Assistant Secretary of THE AMERICAN INSURANCE COMPANY, a NEW JERSEY Corporation, DO HEREBY CERTIFY that the foregoing and attached POWER OF ATTORNEY remains in full force and has not been revoked; and furthermore that Article VIII, Sections 30 and 31 of the By-laws of the Corporation, and the Resolution of the Board of Directors, set forth in the Power of Attorney, are now in force.

Signed and sealed at the City and County of San Francisco. Dated the 14TH day of AUGUST, 1980

Jeffrey S. Wilson
Assistant Secretary

1102

I-205
1

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8230
Date: August 14, 1980

File No:

TO: D. O. Christensen
Final Design Engineer

FROM: K. D. Limbocker
Design Engineer

SUBJECT: Columbia River Bridge-N.E. Failing Street Section
I-205

Following are our comments on the subject plans:

Sheet 3: We recommend that fencing across Government Island be CL-6 instead of Type 1. This will help discourage unwanted tourism and poaching in this sensitive area. It was also recommended at one time that the fence be placed near the top of the slope, with the top of the fence level with the edge of pavement. This would give the wildlife more range, and yet keep the fence out of the view of motorists.

Sheet 5: We prefer that Type "C" curb be used on Airport Way instead of Type "B-1". This will match what has already been built to the east, and what the Port has proposed to the west. Please let us know on this matter, as this affects the Port's profile, which they carry in the center of the median.

Sheets 5,6,7,8,9: We, and Don Shaffer as well, would like to see the CL-6 fencing along the bike path placed further back from the bike path. This will present a much better appearance and will provide more space for bicyclists and pedestrians.

Sheet 10: We feel that the cul-de-sac on Skidmore Street should be put in.

KDL:PEH:PE

REFERRED TO
____ Beard ____ ✓ Stoudenmeyer ✓ ____
____ Cole ____ Mann ____
____ Eriksen ____ Watson ____
____ Hager ____ Dorn ____ Leu ____
[✓ Return] Discuss Do File Copy Due ____
BY FINAL DESIGN ENGINEER

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. William Tison
Resident Engineer

DATE: April 17, 1980

CON 5
9102

FROM: L. L. Wallace
Asst. Bridge Engineer

SUBJECT: T-Top Manholes
Columbia Slough-N.E.Failing St. Sec.
East Portland Freeway
Multnomah County
Contract 9102

We have made a further analysis of the T-Top manholes proposed for this project. We would now be willing to accept T-Top manholes (fabricated according to the drawings which we received from Town Concrete Pipe, Inc., on March 26, 1980) for installations where "Depth, top of cover to invert" does not exceed 18 feet.

To keep the records straight, please have the supplier submit for approval shop drawings for T-Top manholes for each size of pipe he will provide. The details should show a riser height not less than 12 inches.

Before we accept this type of manhole for depth greater than 18 feet, we will require either a detailed structural analysis (to be provided by the supplier) or a load test. The details of a load test and criteria of acceptability would have to be worked out with our Materials Section.

ATB:dh

cc C. T. Keasey
D. O. Christensen

REFERRED TO
Beard 4 Stoudenmeyer
3 Cole Mann
3 Erikson Watson
Hager 1 Dorn Lou
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Versteeg
Anderson
1 Christensen
Olson
Sullivan
Turpin
Trout
Wakerlig

RECEIVED
APR 18 1980
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up /
Action

81-125-1387

9/07

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 4-184	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** April [illegible], 1980	State: Oregon County: Multnomah Project No. I-205-7(74)312

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Columbia Slough - N.E. Failing St. (I-205)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	2-6-80	1.354
OTHER *(Specify)*		

FUNDS PRO RATA 92.22%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 4,092,707.00	$ 3,774,295.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

X~~By~~ For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator 4-14-80

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

File

Oregon State Highway Division
Salem, Oregon, March 28, 1980

Federal Aid Project
No. I-205-7 (74) 312

Columbia Slough - N.E. Failing St. Section
E. Portland Freeway
Multnomah County

Project Agreement Estimate.

Type Code 0010
Grading (Sta. 159+51 to Sta. 231+00)

Mobilization	All	Required		$352,290.00
Temporary Protection and Direction of Traffic	All	Required		1,200.00
Temporary Signs	120	Sq.Ft.	10.00	1,200.00
Temporary Concrete Barrier, Reflectorized	75	Lin.Ft.	20.00	1,500.00
Moving Temporary Concrete Barrier	150	Lin.Ft.	6.00	900.00
Temporary Continious Rail Traffic Barriers, Reflectorized	150	Lin.Ft.	10.00	1,500.00
Flagmen	500	Hour	18.00	9,000.00
Clearing and Grubbing	All	Required		25,400.00
Removal of Structures and Obstructions	All	Required		8,000.00
General Excavation	217,000	Cu.Yd.	1.75	379,750.00
Overhaul	15,880	"C" Yd.Sta.	0.50	7,940.00
Trench Excavation	40,640	Cu.Yd.	6.00	243,840.00
Finishing Roadbed and Slopes	All	Required		20,000.00
Watering	650	M-Gal	10.00	6,500.00
8-inch Sewer Pipe	42	Lin.Ft.	11.75	493.50
12-inch Sewer Pipe	8,920	Lin.Ft.	14.00	124,880.00
15-inch Sewer Pipe	1,330	Lin.Ft.	19.00	25,270.00
18-inch Sewer Pipe	610	Lin.Ft.	22.50	13,725.00
21-inch Sewer Pipe	780	Lin.Ft.	26.00	20,280.00
24-inch Sewer Pipe	240	Lin.Ft.	29.00	6,960.00
27-inch Sewer Pipe	562	Lin.Ft.	34.00	19,108.00
30-inch Sewer Pipe	194	Lin.Ft.	39.00	7,566.00
36-inch Sewer Pipe	300	Lin.Ft.	52.00	15,600.00
42-inch Sewer Pipe	252	Lin.Ft.	59.00	14,868.00
48-inch Sewer Pipe	356	Lin.Ft.	77.00	27,412.00
66-inch Sewer Pipe	420	Lin.Ft.	125.00	52,500.00
72-inch Sewer Pipe	2,570	Lin.Ft.	185.00	475,450.00
78-inch Sewer Pipe	1,410	Lin.Ft.	26.00	304,560.00
84-inch Sewer Pipe	920	Lin.Ft.	250.00	230,000.00
Special Pipe Radius	1	Each	6,000.00	6,000.00
Extra for Pipe under Pavement	52	Lin.Ft.	82.00	4,264,00.00
Concrete manholes, Less Than 10 Feet Deep	33	Each	1,165.00	38,445.00

Concrete Manholes, 10 to 20 Feet Deep	2	Each	3,425.00	6,850.00
Special Manholes, Less Than 10 Feet Deep	2	Each	5,400.00	10,800.00
Special Manholes, 10 to 20 Feet Deep	10	Each	6,825.00	68,250.00
Special manholes, Over 20 Feet Deep	2	Each	7,150.00	14,300.00
Temporary Sewer Access	1	Each	2,970.00	2,970.00
Concrete Slope Protectors	18	Each	375.00	6,750.00
Sewer Manhole Illumination	All	Required		3,200.00
Concrete Inlets, Type G-1 Modified	49	Each	425.00	20,825.00
Concrete Inlets Type G-2 Modified	30	Each	460.00	13,800.00
Concrete Inlets Type G-2M	5	Each	430.00	2,150.00
Storm Sewer Pump Station	All	Required		42,856.00
6-inch Drain Pipe	1,980	Lin.Ft.	5.00	9,900.00
Special Filter Material in Drains	265	Cu.Yd.	13.00	3,445.00
Adjusting Manholes	7	Each	300.00	2,100.00
Roadside Seeding and Mulching	10	Acre	525.00	5,250.00
				$2,659,847.50

Anticipated Items

Railroad Protective Costs	All	Required	$ 16,800.00
Temporary Erosion Control	All	Required	20,000.00
On the Job Trainees (3 at $800)	All	Required	2,400.00
			$ 39,200.00
		Subtotal	$2,699,047.50
		Engineering	337,380.50
		Total	$3,036,428.00

Structures
Type Code Y009
Pedestrian Underpass, Br. #13512A (Sta. "BK" 202+93.32 to Sta. "BK" 203+73.82)

Shoring, Cribbing, Etc.	All	Required		$ 1,000.00
Structure Excavation	1,370	Cu.Yd.	5.00	6,850.00
Special Wall Backfill	500	Cu.Yd.	10.00	5,000.00

Structural Concrete, Class 4000	300	Cu.Yd.	210.00	63,000.00
Reinforcement	41,500	Lb.	0.36	14,940.00
Waterproofing	330	Sq.Yd.	11.00	3,630.00
1-inch Electrical Conduit	115	Lin.Ft.	15.20	1,748.00
				$ 96,168.00

Type Code Y007
Bridge 16042E, 16042F, 16041, & 9666B (Retaining Walls)

Shoring, Cribbing, Etc.	All	Required		$ 4,000.00
Structure Excavation	6,940	Cu.Yd.	5.00	24,700.00
Special Wall Backfill	5,300	Cu.Yd.	8.00	42,400.00
Concrete in Retaining Walls	2,280	Cu.Yd.	185.00	421,800.00
Reinforcement in Retaining Walls	193,500	Lb.	0.36	69,660.00
				$572,560.00

Type Code Y007
Bridge #16042G (Retaining Wall)

Structure Excavation	440	Cu.Yd.	5.00	$ 2,200.00
8-inch Concrete Block Walls	7,330	Sq.Ft.	9.55	70,001.50
Block Wall Footings	2,650	Sq.Ft.	4.75	12,587.50
Cast in Place Concrete Wall	620	Sq.Ft.	9.66	5,989.20
				$90,778.20

Type Code X007
Bridge #16042B (Sound Wall)

Structure Excavation, Precast Sound Walls	150	Cu.Yd.	31.00	4,650.00
Precast Concrete Panels	16,070	Sq.Ft.	7.90	126,953.00
Precast Concrete Pilasters	1,800	Lin.Ft.	22.09	39,726.00
Pilaster Footings	625	Lin.Ft.	12.87	8,043.75
				179,408.75
		Subtotal		938,914.95
		Engineering		117,364.05
		Total		$1,056,279.00

Length of Roadway - - - - - - - - - - 1.354 mi.

Cost of Roadway Per Mile $2,242,561.30

Work Retained in Program Status
(not included in amounts below)

Const. Fence and Property Access Roadway	All Required	$22,000.00

Summary of Funds (92.22%)

Description	Total Cost	Federal Funds	State Funds
Grading	$3,036,428	$2,800,194	$236,234
Structures	1,056,279	974,101	82,178
Total	$4,092,707	$3,774,295	$318,412

Group 1 88%; Group 8 12%
Contract No. 9102
Prefix 626-1909
Prefix 626-1057

NOTED
E. S. HUNTER

ROW 18-4

April 10, 1980

RECEIVED
TECHNICAL SERVICES
APR 11 '80
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Mr. G. L. Green
Division Administrator
Federal Highway Administration
530 Center St. NE, Suite 100
Salem, OR 97301

Attention: C. T. Christianson

Aerial Power Line Relocation
Pacific Power & Light Co.
Clackamas River-Washington State Line
Utility Project
(Columbia Slough-NE Failing St.)
East Portland Freeway
Multnomah County
Utility Project I-205-7(13)300

Here is a copy of an estimate of cost to adjust Pacific Power & Light Company's facilities dated March 13, 1980 and a sketch showing their proposed relocation.

A certification prepared by Gary Kennen as to the Company's rights in the land occupied by their facilities is in our files.

A copy of the relocation letter to the Company dated February 27, 1980 is part of estimate.

An appropriate permit for the utility's proposed relocation will be issued as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a crossing of the project by the facilities but has been provided for in the attached estimate.

There will be no betterment derived from the proposed adjustment of the Company's facilities.

Your approval of the actual cost agreement, as evidenced above and confirmation of your advanced authorization to proceed with the work as of April 8, 1980 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $2,526.00.

Yours truly,

D. E. Swan

D. E. Swan
Operation Programming Engineer

JMC/vlw
Enc.
cc: E. S. Hunter ✓
Jack M. Cartwright
Gary Kennen
Rich Evans

1102

2

HIGHWAY DIVISION - ODOT 378-6516

FILE

February 29, 1980

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
February 28, 1980 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened February 28, 1980 on the following projects:

1. Klamath Falls-Lakeview Highway at Avalon Street (Klamath Falls)
   Klamath County
   Traffic Signals

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. 2nd Street and 3rd Street Signal Improvement (The Dalles)
   Mosier-The Dalles Highway
   Wasco County
   Traffic Signals

   Same as No. 1.

3. Thomas Creek (Devaney) Bridge
   Kelly Road
   Linn County
   Structures

   Four-foot shoulders on structure and approaches available for pedestrian and bicycle traffic.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

4. Eightmile Creek Bridge
   Ione/Gooseberry Road
   Morrow County
   Structures

   Four-foot shoulders on structure and approaches available for pedestrian and bicycle traffic.

   Same as No. 3.

5. Paul Smith Road-S. Main Street (Boardman)
   Wilson Road
   Morrow County

   Five-foot shoulders to be striped as bike lanes.

6. Banfield Interchange
   Pacific Highway, Multnomah County
   Structure

   Deck joint repair.

   Same as No. 1.

7. Willow Creek (Glenn Road) Bridge
   FAS Route B 611, Union County
   Structure

   Bridge replacement. 27 1/2-foot roadway on structure and 28-foot aggregate surfaced approaches.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states, "footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

8. Prairie Creek Culvert
   Wallowa Lake Highway, Wallowa County
   Grading, Paving and Culvert

   Structure replacement and roadway realignment. 4-foot shoulders provided on this project for pedestrian and bicycle traffic.

   Same as No. 3.

9. Scholls Highway @ Allen Blvd. (Beaverton)
Scholls Highway, Washington County
Paving and Signals

A seven-foot Independent Bikeway will be constructed in conjunction with this project.

10. Airport Road @ Salmon River Highway
Yamhill County
Grading and Paving

Intersection improvement. Four-foot shoulders available for pedestrian and bicycle traffic.

Same as No. 3.

11. Deer Creek
Gropher Valley Road, Yamhill County
Grading, Paving and Structure

Structure replacement and realignment. Four-foot shoulders available on roadway and structure for pedestrian and bicycle traffic.

Same as No. 3.

12. Dundee (S.W. 5th Street)
City Street, Yamhill County
Paving

Four-foot shoulders available for bicycle traffic and four-foot sidewalk/stairs and handrail provided for pedestrian traffic.

Same as No. 3.

13. Middlebrook Street-Pacific Highway West (Newberg)
Springbrook Street, Yamhill County
Grading and Paving

Twelve-foot lanes with parking. Five-foot sidewalks with ramps provided for pedestrians and bicycles.

Same as No. 3.

14. Division Street N.E.-Trade Street S.E. (Salem)
Front Street, Marion County
Grading and Paving

Multi-lane street improvement. An eight-foot Independent Bikeway and/or five-foot sidewalk with ramps included in this project.

15. Columbia Slough-N.E. Failing Street
East Portland Freeway, Multnomah County
Grading and Drainage

An Independent Bikeway will be constructed in this project area at a later date.

RPS:ge

cc: F. B. Klaboe
E. S. Hunter
D. G. Talbot
L. E. George
F. F. Torpin
George Bell
Don Harwell

9122

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

2-6-8

FEDERAL AID PROJECT NO. -205-7(74)312

STATE PROJECT NO. see below

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO. 80158

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
FEB 25 '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED 2/6/80

DATE AUTHORIZATION EFFECTIVE 2/6/80

FEDERAL ROUTE NUMBER Interstate 205

STATE ROUTE NUMBER Primary 64

GENERAL LOCATION:

Columbia Slough - NE Failing Street Section

GENERAL DESCRIPTION OF WORK:

Grading, drainage and structures

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) Railroad protective service $16,800
Temporary Erosion control $20,000
On the job training $2,400

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 2/1/80 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $4,194,238 Federal Funds $3,867,925.

A signed copy of the Title Sheet is returned herewith.

DATE 2/6/80

SIGNATURE OF APPROVING OFFICIAL G K Hessner

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1975 631-455

I-505

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 1/28/80
Donald L. Rost

Jan. 28, 1980 Bid Letting ______________ All Clear Deadline

SECTION Columbia Slough - N.E. Failing St.
Highway ______________
County ______________ Region ______
Type of Work G. Str. Bikeway Funds FAI
State __ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
DOCUMENTS:					
EIS		☒	☒	☒	☒
Negative Declaration	☒				
Project Assessment	☒				
Write-off Letter	☒				
PERMITS:					
Division of State Lands	☒				
D.O.G.M.I.	☒				
Corps of Engineers	☒				
Coast Guard	☒				
Co. Conditional Use	☒				
NPS Air Pollution	☒				
NPS Water Pollution	☒				
CULTURAL:					
Cultural Survey		☒			☒
Cultural Salvage	☒				
NOISE:					
Noise Study		☒			☒

7162

21

ROAD DESIGN SECTION 378-6558

L. L. Wallace
Bridge Design Engineer

August 31, 1979

Fred Eriksen
Fred Eriksen
Design Engineer Supervisor

Columbia Slough-N.E. Failing Ave. Sec.
(Sta. 160+00 to Sta. 230+00)
East Portland Freeway Highway
Multnomah County

We are preparing contract plans for a grading project on this section for the February 28, 1980, Letting.

There are several concrete retaining and sound barrier walls that, it appears, should be constructed as a part of the work. There is an undercrossing structure at "SS" Line Station 205+25 required for the bikeway. Mr. Versteeg at one time suggested an arch-type pipe with mortared stone headwalls might be appropriate for this location.

We would appreciate receiving copies of any wall plans that have been prepared to date.

FE:cj

✓ Versteeg ✓
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
AUG 31 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up __/__/__
Action

1980 CBD Sig. System Expansion 9104
in Portland. (Traffic sig.
equipment installation)

C4A 6626 10-19-78

HIGHWAY DIVISION INVOICE

INVOICE NUMBER 139261

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

DATE	YOUR ORDER NUMBER	BILLING REQ. NUMBER
4/27/84		CA 2869

CODE PORTHAL

- CITY OF PORTLAND
- ACCOUNTS PAYABLE
- ROOM 203A CITY HALL
- 1220 SW FIFTH AVE

PORTLAND OR 97204

PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT
	324	02			951.56
326-1024	296	00	000		951.56
326-1024	295	00	000		(951.56)

↑ FOLD

DESCRIPTION		TOTAL PRICE
CONTROLLED SIGNAL SYSTEM EXPANSION CENTRAL BUSINESS DISTRICT CITY OF PORTLAND AGREEMENT #5914 CONT. #9104 M-000(13) + 1X-M-000C(15)		
PRELIMINARY ENGINEERING(SEE ATTACHED STATEMENT)		7,772.10
CONSTRUCTION (SEE ATTACHED STATEMENT)		99,066.12
TOTAL PROJECT COSTS		106,838.22
LESS: FEDERAL SHARE	(91,829.89)	
STATE SHARE	(8,415.58)	(100,245.47)
CITY OF PORTLAND SHARE		6,592.75
LESS: ADVANCE DEPOSIT		(5,125.00)
CREDIT FOR WORK BY CITY (PE)		(374.42)
CREDIT FOR WORK BY CITY (CONST.)		(141.77)
		951.56

110.00 ACCT. FINAL

IF YOU HAVE QUESTIONS ON THIS INVOICE, PLEASE CONTACT:

GARY ZEHNER PH 378-6514 FOR CORRECTNESS OF CHARGES

OR ROSALYN WICKHAM PH 378-5034 PREPARER OF INVOICE

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: April 16, 1984

M-000C(3)

CITY: Portland AGREEMENT NO: 5914 PROJECT NO: IX-M000C(15)

CONTRACT NO: 9104 SECTION: CBD Signal System Expansion

PRELIMINARY ENGINEERING (Prefix No. 326-1921):

Project Manager	$ 13.04
Work Performed by City	5,273.54
Signing	1,515.95
Audit Expense	160.62
Program Section	79.42
Specifications	722.83
Administrative Services	6.70
TOTAL P.E. COST	$ 7,772.10
Less Federal Funds	(6,668.46)
Balance	$ 1,103.64

State Share: 50% of $1,103.64 = $ 551.82

City Share: 50% of $1,103.64 = 551.82

CONSTRUCTION (Prefix No. 326-1024):

Payment to Contractor		$ 83,525.00
Interest		130.15
SFO #1 Modify 21 Traffic Controllers by City		5,469.99
Construction Engineering		705.23
Work Performed by City		8,134.53
Audit Expense		358.30
Program Section		325.68
Salem Lab		13.34
Construction Section		328.73
EEO Monitoring Expense		75.17
TOTAL CONST. COST		$ 99,066.12
Less Federal Funds:		
Federal Aid Urban Funds	$ 29,827.00	
Interstate Transfer (FAU Replacement)	55,334.43	(85,161.43)
BALANCE		$ 13,904.69
Less Non-Participating Interest		(130.15)
AMOUNT TO BE SHARED		$ 13,774.54

State Share:

$$\left(\frac{29{,}827.00}{88.15\%} \times 5.925\%\right)+\left(\frac{55{,}334.43}{85\%} \times 9\%\right) = \underline{\$\ 7{,}863.76}$$

City Share:

$$\left(\frac{29{,}827.00}{88.15\%} \times 5.925\%\right)+\left(\frac{55{,}334.43}{85\%} \times 6\%\right) + 130.15 = \underline{\$\ 6{,}040.93}$$

PROGRAM SECTION
MANAGER -------- PROJECT UNIT --------
APR [illegible] 1984
MAN. ASSIST. -------- PROGRAM UNIT --------
REFER TO ----------------------------
FOR ----------------------------

ITEMIZED STATEMENT
AGREEMENT NO. 5914
APRIL 16, 1984
PAGE 2

SUMMARY:

City Share P.E.	$	551.82
City Share Const.		6,040.93
TOTAL CITY SHARE	$	6,592.75
Less City Deposits		(5,125.00)
Less Credit for Work by City (PE)		(374.42)
Less Credit for Work by City (Const.)		(141.77)
BALANCE DUE FROM CITY	$	951.56

GEZ:bkb

84-3

STATE OF OREGON

INTEROFFICE MEMO

TO: GARY POTTER, Manager
Program Section

DATE: January 25, 1984

FROM: THEODORE A. SPENCE
Plan and Program Section

SUBJECT: Five New Signals - CBD
City of Portland

Here is our programming packet for installation of five new traffic signals in the city of Portland's Central Business District. The City is currently requesting MSD approval and expects that the projects will be included in the TIP by March 1984. FAIX funding authority is available for this project and will be assigned to cover 100 percent of the project costs.

The Metro Environmental Unit has identified this project as a Statewide Categorical Exclusion. There is no waterway involvement.

We have made estimates for the Region functions on the enclosed Survey Authority. The Location Section should add estimates for the Salem offices.

Please request FHWA approval and obligation of funds for preliminary engineering at this time.

TAS:KLB:po

cc: Frank Terpin
Jim McClure
Curt Duval
Tom Schwab
Jef Kaiser
Karen Bunk

Attachment

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ______
JAN 31 1984
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO Orig to Bob Doran
FOR ______

CITY OF
PORTLAND, OREGON
DEPARTMENT OF PUBLIC WORKS

Mike Lindberg, Commissioner
Bureau of Street & Structural Engineering
1120 S.W. 5th Avenue, Room 802
Portland, Oregon 97204-1971
(503) 796-7004

January 4, 1984

METRO BRANCH
PROGRAM MANAGEMENT UNIT
JAN 6 REC'D

Jon Rose
Federal-Aid Coordinator
ODOT-Metro
9002 SE McLoughlin Boulevard
Milwaukie, Oregon 97222

Dear Jon,

Enclosed please find the project request documentation for three new traffic signal projects. The documentation includes the old Federal-Aid Project Request forms as well as the newer ODOT Project Prospectus forms.

I am concurrently requesting project approval through the Metropolitan Service District. I do not anticipate any problems with these projects. The three projects should be included in the Region's TIP by March 1984. FAIX funding authority is available for these projects and will be assigned to cover 100% of the project costs.

It is our intention to have FY '84 obligational authority assigned to the PE Phase of each project.

We anticipate FY '85 obligations for construction of each project.

If you have any questions or concerns, please do not hesitate to contact me at 796-7170.

Sincerely,

Jerry

Jerry Markesino
Transportation Program Manager

JM:jw

Enclosures: 3 Project Requests

- 3 Signal Modifications - N. Portland
- Signal replacements - 22 locations
- 5 Signals CBD

1-6-84

Karen —

Please have a complete packet prepared.

Jon

Plan # 84-3

Project 5 Signals - CBD

Agency City of Portland Date 1-6-84

Type of Project New Traffic Signals

Funds SOS [✓ FAIX] FAUS FASC Title II HBR

The agreement on this project should provide for the following responsibilities where applicable:

	N/A	State	Applicant	Consultant
Major PE	☐	☐	☒	☐
Monitor PE	☐	☒	☐	☐
Field Survey	☐	☐	☒	☐
Prepare Environmental Statements	☐	☐	☒	☐
Review & Process Envir. Statements	☐	☒	☐	☐
Public Hearings	☒	☐	☐	☐
Citizen Involvement	☐	☐	☒	☐
Action Plan Requirements	☐	☒ - - - →	☒	☐
Preliminary Design Plans & Specs.	☐	☐	☒	☐
Prepare for Contract Bids	☐	☒	☐	☐
Advertise, Let and Award	☐	☒	☐	☐
Major Construction Engineering	☐	☐	☒	☐
Lab Testing, Final Checking	☐	☒	☐	☐
Utility Responsibility	☐	☐	☒	☐
Maintenance After Completion	☐	☐	☒	☐
Signal Maintenance	☐	☐	☒	☐
Power Consumption	☐	☐	☒	☐
Local Match	☐	☐	(15	☐
Provide for Right-of-way Agreement		Yes	? No	

Construction by Contract ☒ State Forces ☐ Local Forces ☐

Advance Deposit Required PE ☐ Construction ☐ N/A ☐

State will Advertise, Let and Award All Contracts

State will Monitor Preliminary Engineering and Construction Activities for Federal Compliance

Remarks:

FEDERAL AID PROJECT REQUEST

Date December 1983

Applicant Agency City of Portland

Request for: Off-System____, FAS-C____, FAUS X Project

Federal Aid Route No. See below Route Name See below

Project Name 5 new traffic signals - CBD

Project Length N.A.

Project Description

Install 5 new traffic signals:

Project Location (Attach sketch map)

1) S.W. 6th at Harrison FAU 9376
2) S.W. 5th at Harrison FAU 9376
3) S.W. 13th at Washington FAU 9323
4) S.W. 12th at Washington FAU 9323
5) S.W. 12th at Stark FAU 9323

Average Daily Traffic Varies

Design Speed Varies

Complete Applicable Sections:

I. ROADWAY DATA

1. **Existing Roadway:** (Attach sketch)

Width 36-56ft. Travel Lanes 2-3 lanes Shoulders No

Medians No Parking Yes

Sidewalks At all locations

Remarks

2. **Desired Roadway Cross Section:** (Attach sketch)

Width____ Travel Lanes____ Shoulders____

Medians____ Parking____

Curbed____ Length Curb Radii____

Sidewalk/Bikeway____

Remarks No changes proposed in existing roadway

II. RIGHT-OF-WAY DATA

1. **Existing Right-of-Way:**

General Width Varies Minimum____ Maximum____

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes X No____

3. Will additional right-of-way be needed? Yes____ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes____ No____

Remarks All work will be done in existing right-of-way

III. TRAFFIC CONTROL DATA

1. **Existing Signalization and Location:**

All locations operate with stop sign control

2. **Proposed Signalization:**

Location All 5 locations

Type Fixed time computer controlled
Phases Two
Type of Suspension Mast arm
Interconnected IBM 1800 computer control, communication cable interconnected
Remarks

3. **Permanent Signing:**

Include in project or by applicant? By applicant

4. **Permanent Striping:**

Include in project or by applicant? By applicant

IV. **ILLUMINATION DATA** N.A.

1. **Existing Illumination and Location:**

2. **Proposed Illumination:**

Location
Type

Remarks

V. **STRUCTURE DATA** N.A.

1. **Existing Structure:**

Location
Type
Approach Roadway Width Shoulder Width
Length Width
To remain in place?

2. **Proposed Structure:**

Location

Approximate Size: Length Width

Are sidewalk/bikeways desired?

Are any utilities to be attached to structure?

Are provisions for illumination desired?

Are there any unusual or complicating conditions?

Remarks

VI. RAILROAD DATA

N.A.

1. Are there any railroad crossings? Yes____ No____

   Name of Railroad
   Existing Crossing Protection

2. Will existing railroad crossing be altered?

   Remarks

II. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement	Bureau of Traffic Engineering Office	Jim Wilson
2. Environmental	Bureau of Traffic Engineering Office	Mike Bauer
3. Public Hearing	Bureau of Traffic Engineering Office	

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant X State____ Consultant____

2. Project construction engineering to be performed by:

Applicant X State ______ Consultant ______

3. Will applicant perform any work prior to or after award of contract?

Yes X No ______

If "yes," describe briefly: Preliminary engineering, drafting, Specifications, construction inspected

4. Applicant's estimate of cost for requested project:

Signals	175,000
Roadway Work	$
Right-of-way costs (if participating)	
Traffic control	7,500
Illumination	
Structures	
Railroad	
Other Const. Eng./Contingencies	21,900
Preliminary engineering	19,400
PROJECT TOTAL	$ 223,800

Remarks ______

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF Portland and/or ______ COUNTY

XBy Richard O. Schmidt By ______

By R.O. Schmidt By ______

By ______

Plan # 84-3

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: 5 New Traffic Signals — CBD

REGION: Metro-Region

E HIGHWAY #	HIGHWAY NAME	MILE POST FROM	TO	LENGTH
	* (see attached list)			

☒ URBAN
☐ RURAL

CITY	COUNTY	ROAD/STREET NAME
Portland	Multnomah	Various Streets

ROUTE #	FEDERAL AID #	APPLICANT (IF OTHER THAN STATE)
		City of Portland

COST ESTIMATES (000's)			PROJECT DATA			RIGHT OF WAY	
PRELIMINARY ENGINEERING		$	GRADING (✓)			FILES (#)	
RIGHT OF WAY		$ 0	PAVING (✓)			ACRES (#)	
ROADWAY	$		STRUCTURES (✓)			RELOCATIONS (#)	
STRUCTURES	$		SIGNING (✓)			**WORK BY STATE/CONSULTANT/APPLICANT**	
SIGNALS	$ 175.0		SIGNALS (✓)	X		PRELIMINARY ENGINEERING (S,C,A)	A
ILLUMINATION	$		ILLUMINATION (✓)			CONSTRUCTION ENGINEERING (S,C,A)	A
TEMPORARY PROTECTION	$ 7.5					RIGHT OF WAY DESCRIPTIONS (S,C,A)	None
	$		ENVIRONMENTAL CLASS (1,2,3)			RIGHT OF WAY ACQUISITIONS (S,C,A)	None
12% ~~10%~~ ENGINEERING CONTINGENCIES	$ 21.9		DESIGN CATEGORY (1-7)			**CONSTRUCTION BY**	
TOTAL CONSTRUCTION		$ 204.4	WORK TYPE (1-12)			☐ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE		$					

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR)	RECOMMENDED FUNDING SOURCE	RECOMMENDED PROGRAM YEAR
	/	FAU	

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	Varies	Varies
STRUCTURES (#)	No	No
SIGNALS (#)	No	Yes
BIKE PATH (Y/N)	No	No
AVERAGE DAILY TRAFFIC	Varies	Varies
YEAR OF AVERAGE DAILY TRAFFIC	Varies	Varies

DEFINE THE PROBLEM

Five (5) intersections where existing traffic control (stop signs) are either not providing adequate safety for motorists and pedestrians, are not providing adequate connections for transit routing and/or progression, and thereby congestion and pollution is adversely affected.

PROPOSED SOLUTION

Install 5 new traffic signals. The signals would be designed in FY83/84, and constructed in FY84/85.

REQUESTED, REGION ENGINEER X	DATE 1-29-84
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE

TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION

5 New Traffic Signals — CBD

REGION

Metro-Region

PROJECT JUSTIFICATION

For FY83/84, 5 intersections meeting signalization warrants have been included in the City's capital plan. These 5 locations meet the warrant in the MUTCD, under Systems Warrant. The attached map shows the existing signal system in the CBD. The two signals on S.W. Harrison street will provide a through link on S.W. Harrison, between Front Avenue and Broadway Avenue. S.W. Harrison is a traffic access street and provides a connection for Tri-Met buses northbound on the transit mall. As can be seen on the CBD Signal System map, the three intersections at S.W. 12th at Washington and Stark and S.W. 13th at Washington, are the last unsignalized intersections in the CBD between S.W. 14th Avenue and S.W. Front Avenue, and West Burnside to Market Street. These 5 signals should maximize benefits for both traffic progression and public safety.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

REGION Metro-Region

SECTION 5 New Traffic Signals — CBD

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	A	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	A	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	N	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	A	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	A	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	N	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N	▨		SIGNALS	A	OLD (#) 0	NEW (#) 5
						UTILITIES	N	(LIST BELOW)	

COMPANIES

NONE

RIGHT-OF-WAY N.A.

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)

RIGHT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)	

DESIGN SPEED

DESIGN STANDARDS

TYPICAL SECTION N.A.

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
PROPOSED																

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
5 New Traffic Signals — CBD

REGION
Metro-Region

E[illegible]ATED RIGHT-OF-WAY IMPACTS

NONE

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

NONE

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

Traffic patterns would remain the same. Signalization will afford better traffic flow and increase public safety.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

NONE

N/A

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

NONE

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

NONE IDENTIFIED

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

PREPARED BY Michael W. Bauer
X Mike Bauer/ Jim Wilson

TELEPHONE NUMBER
796-5185

FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE

PROJECT ROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

REGION Metro-Region

SECTION 5 New Traffic Signals — CBD

AUTHORIZATION NO.

PREFIX

DATE August 1983

SURVEY AUTHORITY

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 0	$	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT	12,900		918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC	1500	
905 FINAL DESIGN			920 PROGRAM MANAGEMENT			937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICATIONS			938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES			949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION			950 TRAINING		
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
91 ANDSCAPE			926 FOUNDATION	0		980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON	0		927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON	0		932 RAILROAD & UTILITIES					

TOTALS	$19,400	$
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

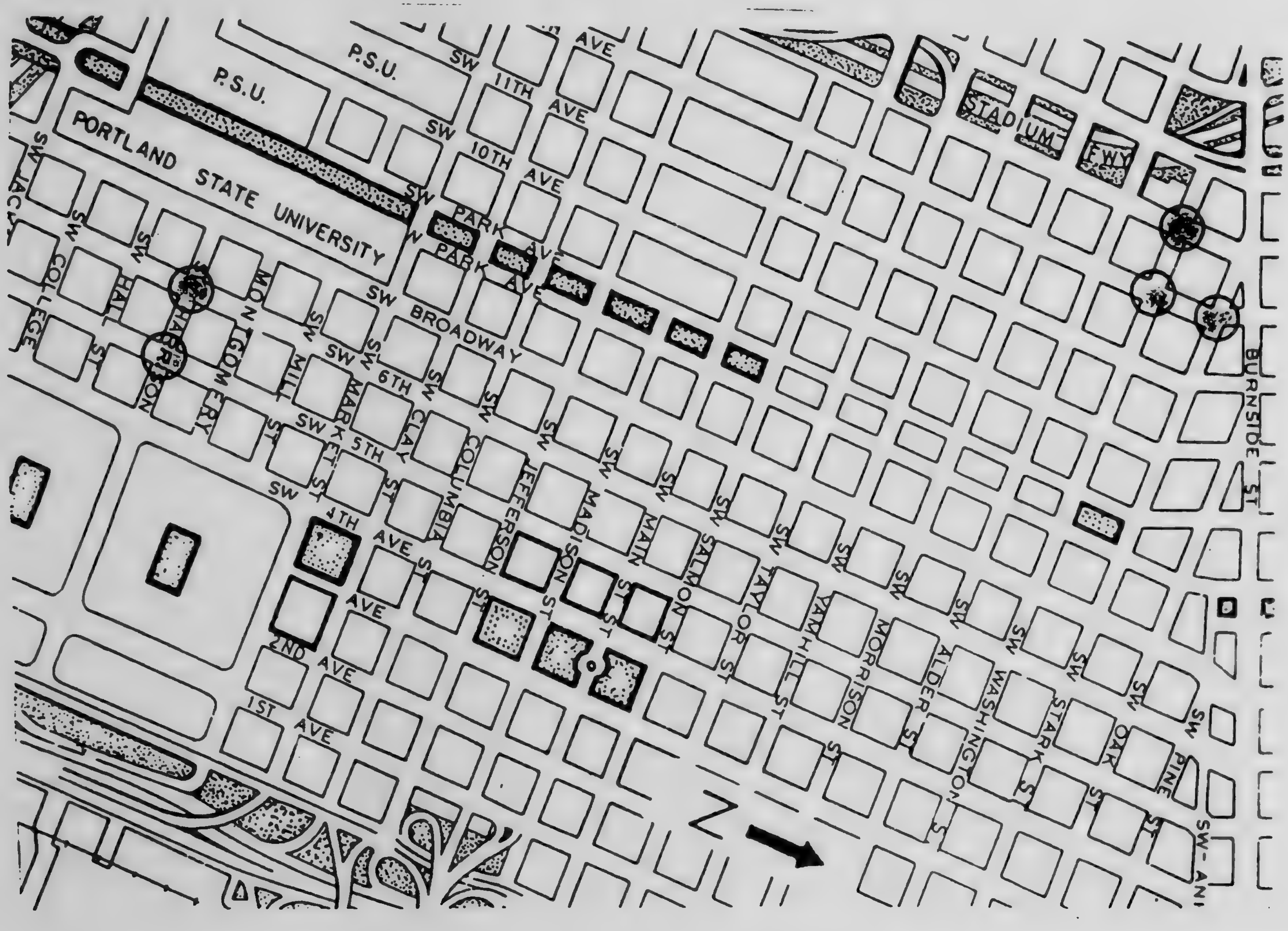
LOCATION ENGINEER'S REMARKS

PREPARED BY	DATE 1-13-84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE
RECOMMENDED, REGION ENGINEER X	DATE 1-29-84	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

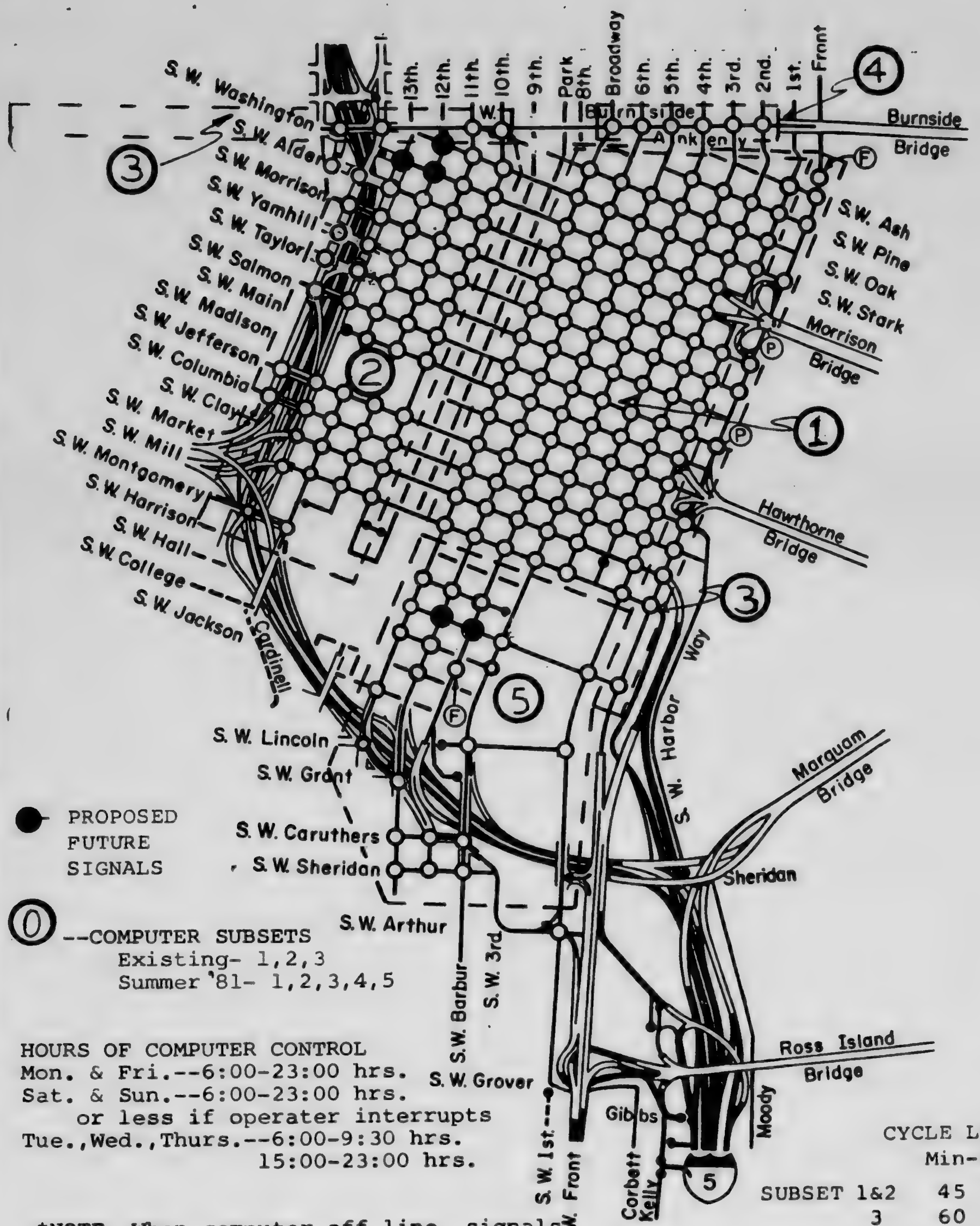
5 New Traffic Signals - CBD

1)	S.W. 6th Ave. at Harrison St.	FAU 9376
2)	S.W. 5th Ave. at Harrison St.	FAU 9376
3)	S.W. 13th Ave. at Washington St.	FAU 9323
4)	S.W. 12th Ave. at Washington St.	FAU 9323
5)	S.W. 12th Ave. at Stark St.	FAU 9323


P.S.U.
P.S.U.
PORTLAND STATE UNIVERSITY
SW 11TH AVE
SW 10TH AVE
SW PARK AVE
W PARK AVE
SW BROADWAY
SW 6TH
SW 5TH
4TH AVE
2ND AVE
1ST AVE
SW COLLEGE
SW HALL ST
SW HARRISON
MONTGOMERY
SW MILL ST
SW MARKET ST
SW CLAY ST
SW COLUMBIA ST
SW JEFFERSON ST
SW MADISON ST
SW MAIN ST
SW SALMON ST
SW TAYLOR ST
SW YAMHILL ST
SW MORRISON ST
SW ALDER ST
SW WASHINGTON S
SW STARK S
SW OAK ST
SW PINE ST
SW ANK
BURNSIDE ST
STADIUM FWY
N

PROPOSED FEDERAL AID PROJECT

NEW TRAFFIC SIGNALS



S. W. Washington
S. W. Alder
S. W. Morrison
S. W. Yamhill
S. W. Taylor
S. W. Salmon
S. W. Main
S. W. Madison
S. W. Jefferson
S. W. Columbia
S. W. Clay
S. W. Market
S. W. Mill
S. W. Montgomery
S. W. Harrison
S. W. Hall
S. W. College
S. W. Jackson
Cardinell
13th.
12th.
11th.
10th.
9th.
Park
8th.
Broadway
6th.
5th.
4th.
3rd.
2nd.
1st.
Front
W.
Burnside
Ankeny
Burnside Bridge
S. W. Ash
S. W. Pine
S. W. Oak
S. W. Stark
Morrison Bridge
Hawthorne Bridge
S. W. Harbor Way
Marquam Bridge
Sheridan
S. W. Lincoln
S. W. Grant
S. W. Caruthers
S. W. Sheridan
S. W. Arthur
S. W. Barbur
S. W. 3rd
S. W. Grover
S. W. 1st.
S. W. Front
S. W. Corbett
S. W. Kelly
Gibbs
Moody
Ross Island Bridge
5
F
P
①
②
③
④
⑤

● PROPOSED FUTURE SIGNALS

⓪ --COMPUTER SUBSETS
Existing- 1,2,3
Summer '81- 1,2,3,4,5

HOURS OF COMPUTER CONTROL
Mon. & Fri.--6:00-23:00 hrs.
Sat. & Sun.--6:00-23:00 hrs.
or less if operater interrupts
Tue.,Wed.,Thurs.--6:00-9:30 hrs.
15:00-23:00 hrs.

CYCLE LENGTHS

	Min-Max
SUBSET 1&2	45 - 64 sec.
3	60 - 90 sec.
4	70 - 90 sec.
5	60 - 70 sec.

*NOTE: When computer off line, signals are controlled by 3 dial master with DOW and TOD clock.

INSET "A"

"CBD" SIGNAL SYSTEM

CITY OF PORTLAND, OREGON

SIGNAL WARRANT INTERSECTIONS

7-18-83

	RATE	MAIN STREET	CROSS STREET	MAIN VOL.	CROSS VOL.	1979 ACC.	1980 ACC.	1981 ACC.	1982 ACC.	AVE. ACC.	CORR ACC.	LANES MAIN	LANES CROSS	SCHL XING	PROG RATE
NO. 1	5	SW 6TH AVE.	HARRSION ST.	791	112	1	6	3	4	4	0	3	1	NO	GOOD
NO. 2	5	SW 5TH AVE.	HARRISON ST.	416	334	3	3	10	9	6	5	3	1	NO	GOOD
NO. 3	5	SW 13TH AVE.	WASHINGTON ST.	394	245	0	1	1	3	1	1	3	2	NO	GOOD
NO. 4	5	SW WASHINGTON ST.	12TH AVE.	378	347	4	5	7	0	4	0	2	3	NO	GOOD
NO. 5	5	SW 12TH AVE.	STARK ST.	371	238	1	0	4	1	2	0	3	2	NO	GOOD

9104

11-83

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	CBD Signal System (Portland) Portland City Streets Multnomah County					
	Construction Type Code Y033 Traffic Signal Equipment					
	Final Contract Payment Summary	Lump Sum			$83,525.00	
	W36 $32,890.33					
	823 50,634.67					
SFO	#1 Modify 21 traffic controllers and install computer interfaces (City of Portland) (823)	All Required			5,469.99	
	Total Participating Construction Cost				$88,994.99	
	Construction Engineering					
	City of Portland (823)	All Required			$ 8,134.53	
	STate (W36-&772.92)(823-$600.06)	All Required			1,372.98	
	Total Participating Construction Engineering				$ 9,507.51	
	Misc. Project Cost					
	Audit Expense (W36-$143.32)(823-$214.98)	All Required			$ 358.30	
	EEO Monitoring Expense (W36-$30.07)(823-$45.10)	All Required			75.17	
	Total Participating Misc. Project Cost				$ 433.47	
	Total Participating Project Cost				$98,935.97	
	Nonparticipating Project Cost					
	Interest on Final Payments	All Required			130.15	
	City of Portland Shareof Project Cost	All Required			(141.77)	
	Total Nonparticipating Project Cost				$ (11.62)	
	Total Project Cost				$98,924.35	
	Prepared based on Participating Costs as shown on Federal Billing as of 11/17/83.					
	AMOUNT CARRIED FORWARD					

326-1024

(ORIGINAL)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

PAID BY

(For use of Paying Office)

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Bldg.
Salem, OR 97310

STATE
Oregon

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

VOUCHER PERIOD FROM 3/5/80 TO 8/10/82

FEDERAL AID PROJECT NO.
IX-M000C(15)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
W36	$33,746.93	$33,836.64	88.15%	$29,827.00	$29,827.00	$ 0.00
823	65,177.42	65,099.33	85.00%	55,334.43	55,334.43	0.00
	$98,924.35	$98,935.97	-	$85,161.43	$85,161.43	$ 0.00

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY	DATE	SIGNATURE OF AUTHORIZED OFFICIAL
Oregon	12/8/83	Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED $ 0.00
ADJUSTMENTS
AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

```
                              326    1023       903     00 P 1                                                      76.58    81    83
                              326    1023       915     00 P 1                                                     115.38    80    80
                              326    1023       920     00 P 1                                                      33.86    81    82
                              326    1023       948     00 P 1                                                 205,469.19
                                                TOT        P1                                                    205,469.19  **
                                            ** JOB TOTALS **                       **                  **

                                                                                                                              STATE
CBD SIG-SYS EXPAN (PORT)      CONT NO 9104 * FA PROJ NOS M    000C015  40 XI  000C015  60 XI  000C015
                              326    1024       201   M 00 P 1 Pay Cont  1,706.08       1,706.08            32,890.33    80    83
                              326    1024       201     00 P 2 "  "      5,656.00CR     5,656.00CR          46,624.75    80    83
                              326    1024       201     00 P 3 "  "      3,949.92       3,949.92             3,949.92    83    83
                              326    1024       206   M 00 N 1 Interest                                         52.06    81    81
                              326    1024       206     00 N 2 "                                                78.09    81    81
                              326    1024       270     01 P 2 SFW                      2,965.99             5,469.99    82    83
                              326    1024       294   M 00 N 1 Const work by City                              141.77CR   80    80
                              326    1024       296     00 N 9 Tr. St.   4,861.34CR     4,861.34CR          25,161.43CR  80    83
                              326    1024       298     00 N 9 " Fed     4,861.34       4,861.34            25,161.43    80    83
                              326    1024       900   M 00 P 1 Const Engr                                      436.14    80    83
                              326    1024       900     00 P 2 "                                               203.55    80    81
                              326    1024       903     00 P 2 work by City            2,969.99CP           8,174.53    81    83
                              326    1024       915   M 00 P 1 Audit                                           143.32    82    83
                              326    1024       915     00 P 2 "                                               214.98    82    83



                                                                               NOVEMBER 1983          PAGE  251

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS
                                                                                   FISCAL          GRAND TOTAL      ACTIVE YRS
                                PREFIX  FUNCTION SUB F. GP  CURRENT MONTH       YEAR TO DATE        TO DATE       BEG    END
        DESCRIPTION           326    1024       920   M 00 P 1 Prog. Sec.                                   174.27    80    80
                              326    1024       920     00 P 2 "                                            151.41    80    80
                              326    1024       940   M 00 P 1 Soil/Mat Lab                                   5.34    81    81
                              326    1024       940     00 P 2                                                8.00    81    81
                              326    1024       945   M 00 P 1 Const. Sec.                                  131.49    81    82
                              326    1024       945     00 P 2 "                                            197.24    81    82
                              326    1024       948   M 00 P 1 Tot. Const. Engr.                             25.69    81    82
                              326    1024       948     00 F 2 "                                             39.36    81    82
                              326    1024       985   M 00 P 1 EEO                                          30.07    80    80
                              326    1024       985     00 P 2 "                                             45.10    80    80
                                                TOT   M    P1      1,706.08           1,706.08           33,836.64
                                                TOT   1X   P2      5,656.00CR         5,656.00CP         61,149.41
                                                TOT   1X   P3      3,949.92           3,949.92            3,949.92
                                                TOT        N1                                                89.71CR
                                                TOT        N2                                                78.09
                                            ** JOB TOTALS **                       **                  **    93,924.35  **

                                                                                                XI  9704004   24 STATE
W INTERCHANGE SELLWOOD BRIDGE CONT NO 9119 * FA PROJ NOS XI  9704004  76 XI0 9704004          687,303.94    80    83
                              326    1025       201     00 P 1                                             116,285.89    81    81
                              326    1025       201     00 P 2                                             103,280.91    80    83
                              326    1025       201     00 P 8                                                 856.00    81    81
```

801
BILLING NUMBER 23

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

12/29/83

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
	8	M -1705-009 APPR-W32	44,000.00	46,518.08	46,440.10	85.00	39,474.09	39,461.92		12.17
324-1089		PREFIX TOTALS	648,325.00	762,322.86	760,956.12		646,812.71	639,254.74	3,813.66	3,744.31
324-1090	1	BROS-2403-003 APPR-114	49,446.0	48,990.05	48,990.05	80.00	39,192.04	39,192.04		
324-1092	1	XTO -0000-055 APPR-178	385,713.00	384,187.62	384,006.62	85.00	326,405.63	319,432.84		6,972.79
325-1072	1	BROS-2503-001 APPR-117	81,539.00	102,987.04	101,644.18	80.00	81,315.34	81,315.34		
326-1003	1#	M -000C-004 APPR-W36	591,146.43	692,878.21	692,478.36	85.80	594,146.43	594,146.43		
326-1005	1#	RRO -000S-003 APPR-685	34,151.28	37,945.78	37,945.87	90.00	34,151.28	34,151.28		
326-1010	1#	XI -000C-006 APPR-823	41,151.33	47,970.62	47,961.92	85.80	41,151.33	41,151.33		
326-1011	1#	SOS -2601-007 APPR-680	28,736.30	36,275.02	33,503.91	85.77	28,736.30	28,736.30		
326-1014	1#	M -9228-003 APPR-W36	7,263.04	8,239.41	8,239.41	88.15	7,263.04	7,263.04		
326-1020	1	XI -9822-005 APPR-823	1634,200.00	1836,190.06	1760,528.22	85.00	1496,448.99	1496,448.93		
326-1023	1	XI -9926-004 APPR-823	175,100.00	205,469.19	205,469.19	85.00	174,648.31	174,648.81		
326-1024	1#	M -000C-015 APPR-W36	29,827.00	33,746.93	33,836.64	88.15	29,827.00	29,827.00		
	2#	XI -000C-015 APPR-823	51,977.00	61,227.50	61,149.41	85.00	51,977.00	51,977.00		
	3#	XI -000C-015 APPR-823	3,357.43	3,949.92	3,949.92	85.00	3,357.43	3,357.43		
326-1024		PREFIX TOTALS	85,161.43	98,924.35	98,935.97		85,161.43	85,161.43		
326-1025	1	XI -9704-004 APPR-823	690,200.00	812,292.08	817,404.68	85.00	694,793.98	690,200.00	4,593.98 B	
	2	XIO -9704-004 APPR-772	117,538.00	138,280.00	138,280.00	85.00	117,538.00	117,538.00		
	8	XI -9704-004 APPR-823	91,800.00	108,696.75	108,525.49	85.00	92,246.67	91,800.00	446.67 B	
326-1025		PREFIX TOTALS	899,538.00	1059,268.83	1064,210.17		904,578.65	899,538.00	5,040.65	
326-1026	1	XI -200C-014 APPR-823	771,500.00	758,948.27	758,948.27	85.00	645,106.03	645,106.03		
326-1027	1#	XI -000C-016 APPR-823	129,310.26	152,423.09	152,129.72	85.00	129,310.26	129,310.26		
326-1028	1	XI -9823-001 APPR-823	124,853.00	157,695.01	157,133.49	85.00	133,563.47	124,853.00	8,710.47 B	
	2	XI -9699-002 APPR-823	119,392.00	119,248.82	119,221.09	85.00	101,337.93	101,337.93		
6-1028		PREFIX TOTALS	244,245.00	276,943.83	276,354.58		234,901.40	226,190.93	8,710.47	
326-1029	1#	XI -9326-004 APPR-823	44,724.33	53,883.24	52,616.86	85.00	44,724.33	44,724.33		

BILLING NUMBER 23

FHWA BILLING VOUCHER

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
	8	M -1705-009 APPR-W32	44,000.00	46,518.08	46,440.10	85.00	39,474.09	39,461.92		12.17
324-1089		PREFIX TOTALS	648,325.00	762,322.86	760,956.12		646,812.71	639,254.74	3,813.66	3,744.31
324-1090	1	BROS-2403-003 APPR-114	49,446.0	48,990.05	48,990.05	80.00	39,192.04	39,192.04		
324-1092	1	XT0 -0000-055 APPR-178	385,713.00	384,187.62	384,006.62	85.00	326,405.63	319,432.84		6,972.79
325-1072	1	BROS-2503-001 APPR-117	81,539.00	102,987.04	101,644.18	80.00	81,315.34	81,315.34		
326-1003	1*	M -G00C-004 APPR-W36	594,146.43	692,878.21	692,478.36	85.80	594,146.43	594,146.43		
326-1005	1*	RRO -000S-003 APPR-685	34,151.28	37,945.78	37,945.87	90.00	34,151.28	34,151.28		
326-1010	1*	XI -000C-006 APPR-823	41,151.33	47,970.62	47,961.92	85.80	41,151.33	41,151.33		
326-1011	1*	SOS -2601-007 APPR-680	28,736.30	36,275.02	33,503.91	85.77	28,736.30	28,736.30		
326-1014	1*	M -9228-003 APPR-W36	7,263.04	8,239.41	8,239.41	88.15	7,263.04	7,263.04		
326-1020	1	XI -9822-005 APPR-823	1634,200.00	1836,190.06	1760,528.22	85.00	1496,448.99	1496,448.99		
326-1023	1	XI -9926-004 APPR-823	175,100.00	205,469.19	205,469.19	85.00	174,648.31	174,648.81		
326-1024	1*	M -000C-015 APPR-W36	29,827.00	33,746.93	33,836.64	88.15	29,827.00	29,827.00		
	2*	XI -000C-015 APPR-823	51,977.00	61,227.50	61,149.41	85.00	51,977.00	51,977.00		
	3*	XI -G00C-015 APPR-823	3,357.43	3,949.92	3,949.92	85.00	3,357.43	3,357.43		
326-1024		PREFIX TOTALS	85,161.43	98,924.35	98,935.97		85,161.43	85,161.43		
326-1025	1	XI -9704-004 APPR-823	690,200.00	812,292.08	817,404.68	85.00	694,793.98	690,200.00	4,593.98 B	
	2	XI0 -9704-004 APPR-772	117,538.00	138,280.00	138,280.00	85.00	117,538.00	117,538.00		
	8	XI -9704-004 APPR-823	91,800.00	108,696.75	108,525.49	85.00	92,246.67	91,800.00	446.67 B	
326-1025		PREFIX TOTALS	899,538.00	1059,268.83	1064,210.17		904,578.65	899,538.00	5,040.65	
326-1026	1	XI -000C-014 APPR-823	771,500.00	758,948.27	758,948.27	85.00	645,106.03	645,106.03		
326-1027	1*	XI -000C-016 APPR-823	129,310.26	152,423.09	152,129.72	85.00	129,310.26	129,310.26		
326-1028	1	XI -9823-001 APPR-823	124,853.00	157,695.01	157,133.49	85.00	133,563.47	124,853.00	8,710.47 B	
	2	XI -9699-002 APPR-823	119,392.00	119,248.82	119,221.09	85.00	101,337.93	101,337.93		
326-1028		PREFIX TOTALS	244,245.00	276,943.83	276,354.58		234,901.40	226,190.93	8,710.47	
326-1029	1*	XI -9326-004 APPR-823	44,724.33	53,883.24	52,616.86	85.00	44,724.33	44,724.33		

3 26-19-21

(MEMORANDUM)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

PAID BY

(For use of Paying Office)

ADDRESS Treasurer of the State of Oregon

Capitol Bldg.
STATE Salem, OR 97310

VOUCHER PERIOD Oregon
FROM
TO 3/17/77
4/17/80

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

☐ OTHER PROGRESS

☐ FINAL VOUCHER (*)
X

FEDERAL AID PROJECT NO. M-000C(3)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$ 7,397.68	$7,772.10	85.80%	$6,668.46	$6,668.46	$ 0.00

RECEIVED DIVISION OFFICE
BY DATE

DIVISION OFFICE REVIEW MADE
BY DATE

PASSED FOR PAYMENT
BY DATE

REMARKS Oregon

9/8/82

Controller

$ 0.00

PREVIOUS EDITIONS ARE OBSOLETE

FORM PR-20A
(Rev. 5-78)

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	C.B.C. Signal System Expansion (Portland) **City Street in Multnomah County**					
	Preliminary Engineering					
	Type Code P.E.					
	Work by City of Portland	All Required			$2,498.56	
	State	All Required			5,112.92	
	Total Participating Preliminary Engineerign				$7,611.48	
	Misc. Project Cost					
	Audit Cost (State)	All Required			160.62	
	Total Participating Project Cost				$7,772.10	
	Nonparticipating Project Cost					
	City of Portland Share of Project	All Required			(374.42)	
	Total Project Cost				$7,397.68	
	Prepared based on Participating Costs as shown on Federal Billing as of 9/16/82					
	AMOUNT CARRIED FORWARD					

```
                  326   1917    295      00                                        6,061.50        6,061.50
                  326   1917    296      00                                        6,061.50CR      6,061.50CR
                                TOT      00
                             ** JOB TOTALS **                    **                   **              **

                                                                                                    STATE
PORTLAND CBD SIG EXPANSION   CONT NO 0000 % FA PROJ NOS M   00C003 100                    374.42CR
                  326   1921    294      00 N 1 Cr work by city
```

```
                                                                         SEPTEMBER 1982        PAGE  746
TOTAL TO DATE JOB COST SUMMARY
                                                                              FISCAL           GRAND TOTAL
                                      FUNCTION   GR  CURRENT MONTH      YEAR TO DATE          TO DATE
DESCRIPTION OF JOB OR DEPARTMENT   PREFIX                                                     3,525.00
                  326   1921    295      00 N 9                                              10,193.46CR
                  326   1921    296      00 N 9        15.23              15.23               6,668.46
                  326   1921    298      00 N 9        15.23CR            15.23CR                13.04
                  326   1921    901      00 P 1                                               5,273.54
                  326   1921    903      00 P 1                                               1,515.96
                  326   1921    911      00 P 1                                                 160.62
                  326   1921    915      00 P 1                                                  79.42
                  326   1921    920      00 P 1        17.75CR            17.75CR               722.83
                  326   1921    921      00 P 1                                                   6.70
                  326   1921    922      00 P 1 Adm. Serv.                                    7,772.10
                                TOT      P1            17.75CR            17.75CR               374.42CR
                                TOT      N1                                                   7,397.68  **
                             ** JOB TOTALS **          17.75CR**          17.75CR**

                                                                                                    STATE
STS IN PORTLAND SIG INTER   CONT NO      % FA PROJ NOS M   00C002 100                         3,956.00
                  326   1922    295      00 N 9                                              17,252.23CR
                  326   1922    296      00 N 9                                              13,297.23
                  326   1922    298      00 N 9                                              13,878.86
                  326   1922    903      00 P 1                                                  82.27
                  326   1922    905      00 P 1                                                 869.72
                  326   1922    911      00 P 1                                                 228.27
                  326   1922    920      00 P 1                                                 429.24
                  326   1922    921      00 P 1                                                   9.58
                  326   1922    923      00 P 1                                              15,497.94
                                TOT      P1                                                  15,497.94  **
                             ** JOB TOTALS **                    **                 **

                                                                                                    STATE
NW INDUSTRIAL/34TH, PTLD    CONT NO      % FA PROJ NOS RRP 00S011 100                         1,981.08CR
                  326   1923    296      00 N 9                                               1,981.08
                  326   1923    298      00 N 9                                               2,000.18
                  326   1923    901      00 P 1                                                   6.44
                  326   1923    901      00 N 1                                                  48.87
                  326   1923    905      00 P 1                                                 152.15
                  326   1923    914      01 P 1                                               2,201.20
                                TOT      P1                                                       6.44
                                TOT      N1                      **                 **
```

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

B01

PREFIX GRP FED AID PROJ FI APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
326-1902 1 XI -9699-001 APPR-823	7,701.43	9,027.39	8,976.03	85.80	7,701.43	7,701.43		
326-1904 1# XI -000C-006 APPR-823	1,153.29	1,408.37	1,344.16	85.80	1,153.29	1,153.29		
326-1905 1 RRO -000S-002 APPR-685	2,700.00	7,468.41	7,468.41	90.00	6,721.57	2,700.00	4,021.57 B	
326-1909 1# XI -000C-007 APPR-823	1,691.08	1,970.95	1,970.95	85.80	1,691.08	1,691.08		
326-1912 1 SRS -000S-076 APPR-148	1,530.00	2,360.96	2,360.96	90.00	2,124.86	1,508.04	594.86 B	21.96
326-1921 1# M -000C-003 APPR-W36	6,668.46	7,397.68	7,772.10	85.80	6,668.46	6,668.46		
326-1922 1 M -000C-002 APPR-W36	13,728.00	15,497.94	15,497.94	85.80	13,297.23	13,297.23		
326-1923 1# RRP -000S-011 APPR-139	1,981.08	2,207.64	2,201.20	90.00	1,981.08	1,981.08		
326-1924 1# RRP -000S-011 APPR-139	1,913.48	2,134.34	2,126.09	90.00	1,913.48	1,913.48		
326-1928 1# RRP -000S-011 APPR-139	2,216.89	2,463.21	2,463.21	90.00	2,216.89	2,216.89		
326-1929 1 XI -9823-001 APPR-823	5,550.00	2,675.98	2,675.98	85.80	2,295.99	2,295.99		
2 X10 -9823-001 APPR-772	5,695.00	6,700.00	6,700.00	85.00	5,695.00	5,695.00		
326-1929 PREFIX TOTALS	11,245.00	9,375.98	9,375.98		7,990.99	7,990.99		
326-1931 1# M -9822-002 APPR-W36	78,403.80	91,428.93	91,379.72	85.80	78,403.80	78,403.80		
326-1932 1 M -000C-004 APPR-W36	3,430.00	3,380.30	3,380.30	85.80	2,900.30	2,900.30		
326-1933 1 XI -9699-002 APPR-823	5,200.00	6,058.85	6,058.85	85.80	5,198.49	5,198.49		
326-1934 1# XI -0000-003 APPR-823	1,014.71	1,182.64	1,182.64	85.80	1,014.71	1,014.71		
326-1935 1# M -9704-002 APPR-W36	66,746.43	74,303.44	77,793.04	85.80	66,746.43	66,746.43		
326-1936 1# RRO0-000S-009 APPR-686	440.32	489.24	489.24	90.00	440.32	440.32		
326-1938 1 SOS -2602-002 APPR-680	3,861.00	4,603.34	4,603.34	85.80	3,949.67	3,861.00	88.67 B	
326-1939 1# RRO -000S-205 APPR-685	823.37	914.86	914.86	90.00	823.37	823.37		
326-1940 1 RRO -000S-003 APPR-685	675.00	794.74	794.74	90.00	715.27	675.00	40.27 B	
326-1942 1 SOS -2601-006 APPR-680	1,823.99	2,393.92	2,566.87	85.80	2,202.37		378.38 B	1,823.99
326-1944 1 SOS -2602-001 APPR-680	1,773.00	2,064.94	2,064.94	85.80	1,771.72	1,771.72		
326-1945 1 SOS -2601-004 APPR-680	70.00	750.04	750.04	85.80	643.53	70.00	573.53 B	
326-1946 1 SOS -2601-002 APPR-680	4,817.24	5,063.53	5,614.50	85.80	4,817.24	2,000.00		2,817.24

9104

GOVERNMENT PRINTING OFFICE: 1974 — 732-628

rn cc: OSHD, H. S. Coulter

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATE COPY

FINAL ACCEPTANCE REPORT

1-4

REGION NO. 10	REPORT NO. 2	COUNTY Multnomah	DIVISION Oregon
DATE OF REPORT 8-5-82	REPORT MADE BY C. T. Christianson, Area Engineer		PROJECT NO. IX-M-000C(15)
COMPLETION DATE 11-30-80	ACCEPTANCE DATE BY CONTRACT AGENCY 5-11-81	TIME ELAPSED 91 %	CONTRACT TIME 200 CD
APPROVED EXTENSIONS None	LOCATION Southwest Portland CBD		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

CBD SIGNAL SYSTEM EXPANSION

This project provided for modification and interconnect of 21 intersection signals to the control computer controlled system. The project was completed at a final cost of $91,953 representing a 2% underrun.

RECEIVED
STATE HWY ENGR
AUG 11 '82
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
W. E. SCHWARTZ

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE CTChristianson C. T. Christianson		SIGNATURE Original signed by G. K. Hossner Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE 8-9-82	TITLE Field Operations Engineer	DATE 8-10-82

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

Form E-39 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION FILE: 77-26

AUTHORITY FOR SURVEY

Section Portland CBD Signal System Expansion

Date October 22, 1981

Highway City Streets (Portland)

Authorization No. 2

County Multnomah

Survey Prefix 326-1921 (Assigned by Salem office)

Description of termini, route, length, etc.: Expand the CBD computer centralized signal system to include the area bounded by SW First Ave., SW Caruthers St., SW Broadway, and SW Oak St.

Proposed:

Purpose of survey: Review signal system design and prepare title sheet for City of Portland traffic signal project.

M-000C(3)
1-26-82

Estimate of cost: $94,031 (contract authorization)
Funding: FAU for PE
F.A. No. M-000C(3)
Class II, Categorical Exclusion

Field Survey	(901)	20
Citizen Participation	(902)	
City or County	(903)	5,340
Consultant	(904)	
Final Design	(905)	360
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Description	(909)	
Soils & Geology	(910)	
Traffic	(911)	1,520
Landscape	(912)	
Liaison R/W	(913)	
Utility	(914)	
Photogrammetry	(916)	
Location Studies	(918)	
Engineering Graphics	(919)	
Project Management	(920)	100
Specifications	(921)	730
Administrative Services	(922)	10
Environmental	(923)	
Dept. of Transportation	(924)	
Air Quality Monitoring	(925)	
Foundation Exploration	(926)	
Seminars & Training	(950)	
Hearings	(980)	
Personal Leave Time	(960)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

RECEIVED
DEC 3 1981
LOCATION SECTION

Total estimated cost of survey	$ 8,080
Previous authorization	600
Additional authorization requested	7,480
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

CURTIS H. DUVAL, Metro Location Engineer
Field Engineer

Recommended for Approval:

~~Regional Engineer~~
D.R. ADAMS, Project Development Engineer

SP*23604-734

Recommended for Approval:

Location Engineer

Approved:

Assistant State Highway Engineer

KEH
MH

File

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section & County	Acceptance Date
Douglas S.Coats, Inc. No. 9143	Willow Cr. Br. (Heppner) Morrow County	May 8, 1981
Columbia Pacific Construction Co. No. 9035	Molalla River (Goods) Bridge Clackamas County	May 8, 1981
Babler Bros., Inc. No. 9055	Zigzag River-Ski Bowl Frontage Road Clackamas County	May 8, 1981
Hamilton Electric,Inc. No. 9088	Klamath Falls-Lakeview Hwy. @ Avalon St. Klamath County	May 11, 1981
East County Electric Co. No. 9104	CBD Signal System Expansion (Portland) Multnomah County	May 11, 1981
Roy E. Ladd,Inc. & Carl R. McConnell No. 8808	SE Yamhill St.-SE Powell Blvd. Multnomah County	May 12, 1981
Coral Const. Co. No. 9082	E. Fremont Intchge.-SW Corbett Ave. U'Xing & Stadium Fwy. Multnomah County	May 13, 1981
Wildish Corvallis Construction Co. No. 9032	Elm St.-34th Ave. (Albany) Linn County	May 15, 1981
Wagner Const. Co. No. 9122	Justice Center, Phase 1 Multnomah County	May 20, 1981
Tice Electric Co. No. 9140	Clackamas Hwy. @ Freeman Ave. (Milwaukie) Clackamas County	May 21, 1981
Select Contractors,Inc. No. 9184	Lane Co. Pavement Marking Project #3 Lane County	May 28, 1981

Contractor and Contract No.	Section & County	Acceptance Date
J. C. Compton Co. No. 9022	Twin Meadows Rd.-Santiam Jct. Linn County	May 29, 1981
Poe Asphalt Paving, Inc. No. 9116	Bully Cr. Rd.-Ritter Jct. Grant County	June 1, 1981
W. R. Grasle Co. No. 8711	SW Pine St.-SW Madison St. (Portland) Multnomah County	June 4, 1981

June 4, 1981 C. T. Keasey

C. T. Keasey
Asst. State Highway Engineer

#9104

May 19, 1981

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

CON 5
#9104

Gentlemen:

Contract No. 9104 awarded to East County Electric Co. for work on the CBD Signal System Expansion in Portland, Multnomah County, was completed on November 3, 1980 and accepted by the State Highway Division on May 11, 1981.

Final payment in the amount of $1,072 will be released to the contractor after May 26, 1981. The total contract amount is $83,525 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

jas
cc: East County Electric Co.
Rt. 2, Box 487
Gresham, OR 97030

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
E. L. Hardt

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: CBD Signal System Expansion

WEEK ENDING: 11/3/80

SECTION PREFIX: 326-1024

HIGHWAY: City Streets

COUNTY: Multnomah

NAME OF JOB: CBD Signal System Expansion

KIND OF WORK: Traffic Signal Interconnect

CONTRACTOR: East County Electric Company

CONTRACT NUMBER: 9104

FEDERAL AID PROJECT NUMBER: IX-M000C015

DATE OF CONTRACT: 4/24/80

DATE WORK STARTED: 5/21/80

ESTIMATED COMPLETION DATE: 11/10/80

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 1 SUPERVISION:

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 200

CALENDAR DAYS USED: 182

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 91%

PROJECT AUTHORIZATION: $ 94,031.41

EXCLUSIVE OF ENGINEERING: $ 85,519.06

ENGINEERING AUTHORIZATION: $ 8,212.35

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 85,519.06

ENGINEERING COST TO DATE: $ 2,650.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 91%

ESTIMATED PERCENT: OVERRUN / UNDERRUN ____%

PERCENT OF AUTHORIZATION: 32 %

DATE PROJECT WAS COMPLETED: 11/3/80

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Traffic Signal Installation 100%	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					

NUMBER OF SHIFTS PER DAY: 1

HOURS PER SHIFT: 8

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	60 Rain			
MONDAY	60 Rain			
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
NOV 7 1980
CONSTRUCTION
BRANCH

Kressy
Jacobson
Hopkins
Williams
Johnson
Glenn
Richards
Burg
Inloes
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	NO WORK
MONDAY	IBM finished installing bI/DO
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

SIGNED Jack F. Mason LOCATION Portland

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. IX-M-000C(15)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

10-9
Orig

RECEIVED
STATE HWY ENGR
OCT 9 -'80
REFER TO
Moehring
FOR

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
1-30-80	9-11-80	Various
		STATE ROUTE NUMBER City Streets

GENERAL LOCATION:

Computer Control Expansion (CBD - Portland)

GENERAL DESCRIPTION OF WORK:

Modify 21 traffic controllers and install computer interfaces.
Install 12 detector harnesses.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ CONSTRUCTION - PROCEED ON XXXXXXXX XXXXXXXXXX FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of September 11, 1980, as requested in Mr. Keasey's letter of October 1, 1980, as being in the public interest for the use of City Forces to proceed with the above work. City Force Order No. 1 is approved for TEC NTE $2,500 - Federal Funds $2,125.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-6-80		for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

91C-1

STATE COPY

OMB No. 04-R2089

2

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NO. 7-64

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

6-16-80

State Oregon

County Multnomah

Project No. IX-M-000C(15)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

CBD Signal System (Portland)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	3-5-80	0.000
OTHER *(Specify)*		

PRO RATA 85% and 88.15%

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 95,000.00	$ 81,804.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

XX For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds; (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon June 9, 1980

Federal Aid Project
No. IX-M-000C (15)

CBD Signal System (Portland)
Portland City Streets
Multnomah County

Project agreement estimate

Type Code Y033
Traffic Signal Equipment

Temporary Protection and Direction of Traffic	All Required		$ 100.00
Temporary Signs	135 Sq. Ft.	6.50	877.50
Flagmen	20 Hour	20.00	400.00
Traffic Signal Installation, Complete	All Required		80,746.00
	Subtotal		$ 82,123.50
	Engineering		11,907.50
	Total		$ 94,031.00

Length of Project- - - - - 0.00 mi.

Summary of Funds

Description	Code	Total Cost	Federal Funds	State Funds	City Funds
Signals	IX 823 85%	$ 60,181	$ 51,153	$ 5,416	$ 3,612
Signals	* W36 88.15%	33,850	29,827	2,012	2,011
Subtotal		$ 94,031	$ 80,980	$ 7,428	$ 5,623
Reserve	IX 823 85%	969	824	87	58
Total		$ 95,000	$ 81,804	$ 7,515	$ 5,681

*Note: Fixed amounts.

Group 1 W 36 40%; Group 2 823 60%
Contract No. 9104
Prefix 326-1921
Prefix 326-1024

#7104

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

6-4-80

FEDERAL AID PROJECT NO.	IX-M-000C(15)
STATE PROJECT NO.	See below
PROGRAM NO.	
COUNTY NAME	Multnomah
ITEM NO.	71434
PROGRAM STAGE (Check)	☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon

RECEIVED
STATE HWY ENGR
JUN 11 '80
REFER TO
FOR
Info | Inves | R/D | O/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
1-30-80	6-4-80	Various FAU Routes	City Streets

GENERAL LOCATION:

Computer Control Expansion (CBD) Portland

GENERAL DESCRIPTION OF WORK:

Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Program Change; See below

☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's April 10, 1980 letter, I approve the revised construction costs to a TEC of $61,150; Federal Funds $51,977.

(Increase TEC $10,000; Federal Funds $8,500)

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6-4-80		for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1978-721-818

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

CON NOTED
E. S. HUNTER

April 17, 1980

TO: Mr. Glen L. Green
Division Administrator
Federal Highway Administration

RECEIVED
TECHNICAL SERVICES
APR 18 '80
REFER TO
FOR
Info
Inves
R/D

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: CBD Traffic Signal System
Expansion (Portland)
Project No. IX-M-000C(15)
Tentative Concurrence in Award

Tentative Concurrence is requested in the award of contract for the subject project. This bid was received on March 27, 1980 with East County Electric Co. of Gresham submitting the low bid in the amount of $82,123.50. The low bid is $16,623.50 or 25.3% over our Engineer's Estimate of $65,500.00. One other bid was received in the amount of $196,350.00.

The City wishes to proceed with the project as rapidly as possible for the following reasons:

1. The IBM 1800 computer system is no longer in production and delay in ordering the parts required for this expansion could mean that they would no longer be available or if they were still available the price would be prohibitive.

2. There are approximately 15,000 vehicle trips daily through each of the 21 signalized intersections included in this project. By connecting these intersections into the computer system, we estimate that we can reduce the delay time through the system by ten percent. This reduction in delay converted into fuel saved is 28,400 gallons per year saved. At $1.20 per gallon, this amounts to $34,100 savings for the citizens of Portland. There would also be a comparable reduction in the amount of pollutants released into this area.

This project was designed by the City of Portland traffic section, also the Engineer's estimate was compiled there. The City made a review of their estimate and found two items were not included, one item for cable splitting in the amount of $4,500 and one item for temporary signs and protection of traffic in the amount of $1,300. With these two items added to their estimate it still leaves 15 per-cent between the low bid received and the estimate.

The State's traffic section has made a review of the quantities and the City's plans to compile an estimate. Costs were brought up to date with our estimate data in current use, the new estimate total amount is $82,431. (Copy attached.) We realize this is an after the fact estimate of cost but it reinforces our belief that we did receive a very reasonable and equitable bid and to readvertise would not produce a lower bid.

The State and the City of Portland agree that it is in the public interest to award the contract to the low bidder and not delay this very essential signal improvement project.

DAR:bke

cc: E.S. Hunter
L.E. George
E.L. Johnson

OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section
Signal Design Unit

TRAFFIC SIGNAL COST SUMMARY

Date 4-10-80

UPDATE

Project: CBD Signal System (Portland)

Highway: City Streets

County : Multnomah

Prefix : --------

Scheduled for Letting: N/A

Type of Project : N/A

Completion Time : ____ Calendar Days

BID SCHEDULE

No.	Item	Unit	Quantity	
1.	Traffic Signal Installation, Complete	Lump Sum	All	$ 82,431
2.	Fire Preemption System, Complete	Lump Sum	All	$ ---
3.	Mobilization	Lump Sum	All	$
4.	Other			$ ---

Estimated Signal Contract Cost $ 82,431

ANTICIPATED ADDITIONAL ITEMS

Striping	$	
Signing	$	
Controller Testing	$	$ ---

Engineering and Contingencies ( ) $ 11,969

ESTIMATED SIGNAL PROJECT COST $ 94,400

COMMENTS:

TRAFFIC SIGNAL INSTALLATION

Sht 1 of 1

Portland CBD Expansion

City Streets

DATE 2-12-80

Est. By

Item Description	Qty	Unit	Material		Labor	
			Unit Cost	Total	Unit Cost	Total
IBM computer expansion (IBM)	All	L.S.		20,390		2190
" " " (Zircon)	All	L.S.		1510		418
Sidewalk junction box	7	ea	80	560	160.00	112
6 pair communication cable	6000	ft	0.34	2040	0.30	180
10 conductor control cable	1800	ft	0.62	1116	0.63	113
Loop amplifiers	12	ea	200	2400	125	150
Loop feed cable	600	ft.	0.25	150	0.35	210
Loop saw cuts	965	ft.	—	—	1.40	1351
Detector loops 6'×6'	12	ea	35	420	95	114
2" electrical conduit	1450	ft.	1.85	2683	3.50	507
1" " "	150	ft.	0.90	135	1.75	263
Trench & backfill (concrete)	1500	ft.	—	—	10.00	15,00
Cable splice & Interconnect	All	L.S.		1,500	2000	350
				32904		34,70

Material	32904
Labor	34,701
Profit	11,876
Cont.	2950
Total	82,431

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

1104 4-16-80

LETTER OF APPROVAL [illegible]D/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
IX-000C(14)

ST PROJECT NO.
See Below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO.
80305

COUNTY NAME
Multnomah

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 30 '80
4/30 Orig
REFER TO
Moehring
FOR
Info | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | File

DATE PS&E APPROVED 1/30/80	DATE AUTHORIZATION EFFECTIVE 4/16/80	FEDERAL ROUTE NUMBER Various STATE ROUTE NUMBER City Streets

GENERAL LOCATION:

CBD Traffic Signals (Portland)

GENERAL DESCRIPTION OF WORK:

Traffic Signal Installation (Replacement)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (*Specify*)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Mr. Swan's 4/14/80 request and certifying statements are accepted.

Revised PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $907,700 Federal funds $771,500.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4/16/80	G. K. [illegible]	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-865

9355

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

April 10, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Additional IX Funds
Item No. 71434
Project No. IX-M-000C(15)
Computer Control Expansion (CBD Portland) Proj.
Multnomah County

I request additional Interstate Substitution General Funds financing for the subject project based on the fact that the contract low bid exceeds the funds obligated under PS&E. Approval of this request will involve additional estimated total cost of $10,000 and obligation of $8,500 in Federal Funds.

A tabulation of the amounts involved are as follows:

REQUEST	TEC	FF (85%)	STATE/CITY
Present	$61,150.00	$51,977.00	$9,173.00
Previous	51,150.00	43,477.00	7,673.00
Difference	$10,000.00	$ 8,500.00	$1,500.00

JLG:bke

cc: R.N. Bothman (Metro)
Max Klotz (Metro)
Jon Rose (Metro)
Gary Zehner

Form 734-3122

STATE OF ORE ON
Department of Transportation
Metropolitan Branch

IN EROFFICE MEMO
Telephone: 238-8231
Date: April 8, 1980

File No: 326-1921

TO: D.H. MOEHRING
Ass't State Highway Engineer

FROM: MAX J. KLOTZ
Metro Technical Services Engineer

SUBJECT: CBD Signal System Expansion
City of Portland
Prefix 326-1921

Attached is a letter from Richard C. Speer, Assistant City Traffic Engineer for the City of Portland, requesting ODOT to award the contract for the subject project even though the low bid was over the engineers' estimate.

We concur with the City's request.

The City is working with MSD to set up the additional funds needed.

js

Attachment

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☐
APR 8 1980
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

THE CITY OF
PORTLAND
OREGON

CONNIE McCREADY
MAYOR

OFFICE OF
PLANNING AND
DEVELOPMENT

BUREAU OF TRAFFIC
ENGINEERING

D.E. BERGSTROM
CITY TRAFFIC ENGINEER

317 S.W. ALDER ST.
PORTLAND, OR 97204
(503) 248-4295

TECHNICAL
SERVICES UNIT
APR 07 1980

April 2, 1980

Max Klotz, Planning Engineer
Department of Transportation
5821 N.E. Glisan St.
Portland, OR 97213

RE: CBD Signal System Expansion (Portland) Project M-000C(3)
Prefix 326-1921

Dear Sir,

We have reviewed our preliminary estimate of $68,206 for this project which was submitted June 6, 1979 and find that two items were omitted from the estimate, one item of $4,500 for additional cable spliting and one item of $1,300 for signing, flagging and control of traffic during construction. These two items would bring the estimated cost as of 6/6/79 to $73,906. Using an inflation factor of one percent per month for 9 months would bring the current estimated cost to $80,557.

The City wishes to proceed with the project as rapidly as possible for the following reasons:

1. The IBM 1800 computer system is no longer in production and delay in ordering the parts required for this expansion could mean that they would no longer be available or if they were still available the price would be prohibative.

2. There are approximately 15,000 vehicle trips daily through each of the 21 signalized intersections included in this project. By connecting these intersections into the computer system, we estimate that we can reduce the delay time through the system by ten percent. This reduction in delay converted into fuel saved is 28,400 gallons per year saved. At $1.20 per gallon, this amounts to $34,100 savings for the citizens of Portland. There would also be a comparable reduction in the amount of polutants released into this area.

We therefore recommend that a contract for $82,123.50 be awarded to the low bidder on this project so that work can begin without further delay.

Sincerely,

RC Speer

Richard C. Speer
Asst. City Traffic Engineer

RCS/JKW/as

cc: J.K. Wilson
Dave Hill

9101

April 1, 1980

CON 4

City of Portland
400 S.W. 6th Avenue
Portland, Oregon 97204

Attn: John Lang
Highway Coordinator

Gentlemen:

On March 27, 1980 a satisfactory bid was received from East County Electric Inc., Route 2, Box 487, Gresham, Oregon 97030 for installation of traffic signals on the CBD - Signal System Expansion Section, FAU 9355. The advance deposit based on the anticipated construction cost of their bid is as follows:

Bid Items	$82,123.50
4 1/2% Contingencies	$ 3,695.56
ESTIMATED TOTAL COST	$85,819.06

City's Advance Deposit:
6% of $85,819.06 = $5,149.14 or say $5,125.00
Less Advance Deposit Paid 6/8/77 - 4,125.00
BALANCE DUE $1,000.00

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than April 16, 1980.

The attached sheet defines the three options for making your advance deposit. Please select the option you desire and submit your advance deposit in accordance with the instructions.

Very truly yours,

D. E. Swan
Operation Programming Engineer

FFH:pf

bcc w/AD # 757: Jon Rose, Region M Federal Aid Engineer
Vern Skoog - Please return completed AD # 757 when check is received.

4 [illegible] 80 [illegible] check was mailed [illegible] told Steve MNC
4 17 80

9101

3-5-80

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
IX-M-000C(15)

STATE PROJECT NO.
see below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO.
71434

COUNTY NAME
Multnomah

PROGRAM STAGE *(Check)*
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

3/18

RECEIVED
STATE HWY ENGR
MAR 17 '80
REFER TO
FOR

DATE PS&E APPROVED 1/30/80	DATE AUTHORIZATION EFFECTIVE 3/5/80	FEDERAL ROUTE NUMBER Various STATE ROUTE NUMBER City Streets

GENERAL LOCATION:

Computer Control Expansion (CBD Portland)

GENERAL DESCRIPTION OF WORK:

Computerized Traffic Signal System

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☐ OTHER *(Specify)*
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Mr. Swan's 3/4/80 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $85,000 Federal Funds $73,304.

A signed copy of the Title Sheet is returned herewith.

DATE 3/5/80	SIGNATURE OF APPROVING OFFICIAL G. K Hossner	TITLE for Division Administrator

FORM PR-1240
(REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1976 611-055

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TOTAL TO DATE JOB COST SUMMARY                                                        FEBRUARY 1980          PAGE  565
                                                                                         FISCAL            GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT       PREFIX        FUNCTION   GR  CURRENT MONTH     YEAR TO DATE           TO DATE
                                     326    1920       905       00 P 1                                        233.02
                                     326    1920       911       00 P 1                     603.84         2,0[illegible]4.32
                                     326    1920       920       00 P 1                                        122.00
                                     326    1920       921       00 P 1                                        436.05
                                     326    1920       923       00 P 1                                         43.64
                                                       TOT       P1                         603.84         5,244.86
                                                    ** JOB TOTALS **              **        603.84   **    5,244.86   **

                                                                                                                       STATE
  PORTLAND CBD SIG EXPANSION     CONT NO          FA PROJ NOS M   00C003 100
                                     326    1921       294       00 N 1                     366.19CR         366.19CR
                                     326    1921       295       00 N 9                                    3,525.00
                                     326    1921       296       00 N 9                   3,860.00CR       7,385.00CR
                                     326    1921       298       00 N 9                   3,860.00         3,860.00
                                     326    1921       901       00 P 1                       6.39             6.39
                                     326    1921       903       00 P 1                   3,341.79         5,157.60
                                     326    1921       911       00 P 1                     281.40         1,408.07
                                     326    1921       920       00 P 1                      71.92            71.92
                                     326    1921       921       00 P 1                     484.76           484.76
                                     326    1921       922       00 P 1                       6.70             6.70
                                                       TOT       P1                       4,192.96         7,135.44
                                                       TOT       N1                         366.19CR         366.19CR
                                                    ** JOB TOTALS **              **      3,826.77   **    6,769.25   **

                                                                                                                       STATE
  7 STS IN PORTLAND SIG INTER    CONT NO          FA PROJ NOS M   00C002 100
                                                                                                           3,955.00
                                     326    1922       295       00 N 9
                                     326    1922       296       00 N 9                       3.73CR      17,062.30CR
                                     326    1922       298       00 N 9                       3.73        13,107.30
                                     326    1922       903       00 P 1                                   13,878.86
                                     326    1922       905       00 P 1                                       82.27
                                     326    1922       911       00 P 1                                      869.72
                                     326    1922       920       00 P 1                                       12.14
                                     326    1922       921       00 P 1                                      429.24
                                     326    1922       923       00 P 1                       4.34             4.34
                                                       TOT       P1                           4.34        15,276.57
                                                    ** JOB TOTALS **              **          4.34   **   15,276.57   **

                                                                                                                       STATE
  NW INDUSTRIAL/34TH. PTLD       CONT NO          FA PROJ NOS RRP 00S011 100
                                     326    1923       901       00 P 1                                    1,907.57
                                     326    1923       905       00 P 1                                       48.87
                                                       TOT       P1                                        1,956.44
                                                    ** JOB TOTALS **              **                 **    1,956.44   **

                                                                                                                       STATE
  NW THURMAN @ 22ND. PTLD        CONT NO        * FA PROJ NOS RRP 00S011 100
                                     326    1924       901       00 P 1                                    1,642.40
                                     326    1924       905       00 P 1                                       22.16
```

City-
State
Fed

For Const.

[illegible]

9104

U. S. DEPARTMENT OF TRANSPORTATI FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

F RAL AID PROJECT NO.: IX-M-000C(15)

STATE PROJECT NO.: See below

COUNTY NAME: Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.:

ITEM NO.: 71434

FROM:
G. L. Green
Division Administrator

TO:
Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

RECEIVED
STATE HWY ENGR
FEB 5'80
REFER TO
FOR

Info	Inves	P/D	D/R	Sign	Act	File

DATE PS&E APPROVED: 1-30-80

DATE AUTHORIZATION EFFECTIVE: 1-30-80

FEDERAL ROUTE NUMBER: Various

STATE ROUTE NUMBER: City streets

GENERAL LOCATION:

Computer Control Expansion (CBD Portland)

GENERAL DESCRIPTION OF WORK:

Computerized Traffic Signal System

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER *(Specify)* See below

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 11-8-79, you are authorized to proceed with actions necessary to advance the physical construction of the subject project.

PS&E documents for the subject project have been reviewed and are approved at a TEC of $85,000 with Federal participation limited to $73,304.

(IX Funding TEC $51,150 - Federal funds $43,477 - advice dated 1-25-80)

DATE: 1-30-80

SIGNATURE OF APPROVING OFFICIAL: G.K. Hossner

TITLE: for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975 631-888

Interstate Transfer Funds approved 1-24-80

TX-9699(2) 99th @ Stark	Const.	$106,505 –
IX-9-3(8) N. Tigard - Beef Bend Rd.	Const.	107,100 –
X-9926(4) Basin Ave - Going St.	Const.	49,300 –
X-M000C(14) CBD Signals	Const.	771,500 –
X-27-2(5) Beaverton/Tigard Hwy Interch.	P.E.	250,000 –
IX-9064(2) S.W. 185th Ave - Hall Blvd.	P.E.	49,300 –
IX-M-000C(15) Computer Control Expansion	Const	43,477 –
X-9207(2) S.W. Hall - Oak St.	Const	110,115 –
		$1,487,297 –

Salem

IX-1705(3) Division St - Trade St.	Const	4,360,500 –
X-1705(4) Trade St @ High & Church	P.E.	12,920 –
		$ 4,373,420 –

Total $ 5,860,717 –

Information on above received
from Glen [illegible] by phone at
approx. 1:30 PM January 30, 1980.

C. [illegible]

7104

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
December 21, 1979

FROM: Rod Henry, Assistant
Right of Way Manager

SUBJECT: Right of Way Certification
F. A. Projects
Bid Opening January 24, 1980

TO: D. H. Moehring
Assistant State Highway Engineer

Federal-aid Project No. IX-M-000C(15) Highway No. 726 City

Federal-aid Project Name CBD Signal System (Portland)

I certify that to the best of my knowledge the following statements, as checked, are correct with regard to the right of way and relocation for this project:

[X] No additional right of way was acquired. Construction can be accomplished within the existing right of way.

[ ] Right of way was acquired in accordance with current FHWA directives covering acquisition of real property and with the relocation provisions of FHPM 7-5. The State has legal and physical possession or has a right to occupy and use all right of way. Occupants have vacated all residential, commercial and farm buildings.

* * * * *

[ ] There are no individuals or families to be displaced from residential improvements.

[ ] All individuals and families have been relocated to decent, safe, and sanitary housing, or the State has made available to relocatees adequate replacement housing in accordance with the provisions of current FHWA directives.

Rod Henry

RJH:jk

RECEIVED
1979

cc: J. H. Versteeg
Duane Ridings
F. C. Lowe

9104

December 5, 1979

CON 21-2

The Honorable Victor Atiyeh
Governor of Oregon
254 State Capitol
Salem, Oregon 97310

Dear Governor Atiyeh:

Substitute Transportation Projects Using Withdrawn Interstate Funds

Your letter of February 2 requested I keep you informed as to the projects considered to use withdrawn Interstate Funds.

The following project in the Portland urbanized area was submitted to the Federal Highway Administration during the month of November:

Project	Work	Funds Federal	 State	 Local
Computer Control Expansion (CBD Portland)	Const.	$43,477	$ 4,603	$ 3,070

The criteria used to select this project is the Region's transportation planning process which embodies a continuing, cooperative, comprehensive approach. The project is included in the Region's Transportation Improvement Program.

There were no projects submitted for the Salem urbanized area for the month of November.

Sincerely,

F. B. Klaboe
Director

JLG:dmc

bc: H. S. Coulter
L. W. Rulien
D. H. Moehring
R. N. Bothman

9109

November 8, 1979

CON 21-2

Mr. G. L. Green
Division Administrator
Federal Highway Administration
Equitable Center, Suite 100
530 Center St., NE
Salem, OR 97301

Dear Mr. Green:

Interstate Transfer Funded Projects
Portland Urbanized Area

Under authority granted to me on February 2, 1979 by Governor Atiyeh I request your approval to use Interstate Transfer Funds for a highway project in the Portland Urbanized Area. Funds for this project are available from the withdrawal of the Mt. Hood Freeway from the Interstate Highway System under Section 103(e)(4) of Title 23, USC.

I concur that this project is a regional priority and has been developed in conformance with the Region's continuing, cooperative, comprehensive transportation planning process.

Funding will be as follows:

Project	Work	Funds		
		Federal	State	Local
Computer Control Expansion (CBD Portland)	Const.	$43,477	$4,603	$3,070

I have directed the Project Management Branch of the Highway Division to process this request with your office to obligate the Federal Transfer funds as they are authorized by the Metropolitan Service District.

Sincerely,

F. B. Klaboe
Director

cc: Metropolitan Service District

bc: H. S. Coulter
D. H. Moehring
R. N. Bothman

JLG:dmc jv

9355
9341
9345
9318

VICTOR ATIYEH

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 8, 1979

In Reply Refer to File No.: PRO 6-2

TO G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM D. E. Swan
Operation Programming Engineer

SUBJECT Project Data Submission
Item No. 71434
Project NO. IX-M-000C(15)
Computer Control Expansion (CBD Portland)Project
Multnomah County

Attached support data consists of PR-1 forms and project maps for the subject joint funded project.

It is the Oregon State Highway Division's intention to request PS&E approval upon availability of funds.

I request transfer of Interstate Substitution General Funds for a portion of the construction of the subject project. This action will involve an estimated total cost of $51,150 with substitution funds in the amount of $43,477.

This request is based on the November 8 letter to you from Mr. F. B. Klaboe, Director of the Department of Transportation.

JLG:sr
Attachments
cc: R. N. Bothman, Metro
Max Klotz, Metro
Jon Rose, Metro
Ed Hardt, Region 1
Gary Zehner, w/att.

Form 734-3122

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

11-8-79

FED

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* 21 City St., CBD Portland 65		ADT	PRESENT 20,000		FU (66)
CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 26 Computerized Traf.Signal System 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EM (72
CARD	CLASS OF FEDERAL FUNDS Interstate Substitutions General Funded & Urban System						COU
	NAME OF URBAN AREA 17-31 Portland						ROU NO

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI *(Full description)*	MILES	TOTAL ESTIMATED COST	EST
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					**PE**					
5					**ROW**		"Computer Control Expansion (CBD Portland) Project"			
5					**CONST** (CODE) Topics Y033		IX M	0.0 0.0	51,150 33,850	

CARD 1	CODE 1	PREPARED BY	JLG	PROJECT TOTALS	0.0	85,000
1	14	PROGRAM APPROVAL DATES	10-4-79			(16) (23) (24)

* Fixed

3261921

COMPUTER CONTROL EXPANSION (C
PROJECT NO. IX-M-000C(15)

REMARKS - continued

Project Data: The work consi
signal system to include 21 i
District in the area bounded
S.W. Broadway and S.W. Montgo
common to this type of projec

Note: 1) This project is i
2) Included in MSD F
and page 146 No.
3) This project is i
Interstate Substi
money value of wh
additional cost o
Interstate Substi

Budget Bureau No. 41-R2067;

U.S.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.	
DATE SUBMITTED TO W.O.	11-8-79

CARD	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65	ADT	PRESENT	FUTURE (66) (70)	YEAR (71) (72)	REGION	STATE NAME
2		City St., CBD Portland		20,000	- - -	- -	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 23	NUMBER 7
3	Computerized Traf.Signal System								IX-M-	000C

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME
	Interstate Substitutions General Funded & Urban System	Multnomah

NAME OF URBAN AREA 17-31	ROUTE NO.	FEDERAL-AID (32)	STATE (36)	U.S. (37)
Portland	U	Various	Street	- - -

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)		MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53			(54) (58)	(59) (66)	(67) (76)		
5					PE								
5					ROW		"Computer Control Expansion (CBD Portland) Project"						
5					CONST (CODE) Topics			IX	0.0	51,150	43,477	4,603	3,070
					Y033			M	0.0	33,850	29,827*	2,012	2,011

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS				
1	14	JLG		0.0	85,000	73,304	6,615	5,081

PROGRAM APPROVAL DATES 10-4-79 (16) (23) (24) (33)

REMARKS

Additional Data:Item No.
Project No. M-000C(3)

* Fixed

3261921

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

11-8-79

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

ECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
City St., CBD Portland 52	ADT	20,000	- - - (66) (70)	- - (71) (72)	10	Oregon	41 (2) (3)	823 W36 (4) (9)	71434 (14) (18)

WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I Projects Only POST MI.	DESIG.
f.Signal System 62	(63) (65)	(66) (68)	(69)	(70)	(71)	(72) (73)	(74) (75)	14 IX-M- 23	000C 7 13	(15)	(24) (26)	27

itutions General Funded & Urban System

COUNTY NAME Multnomah CODE 051 (16)

PROGRAM STAGE ☐ 1 OR ☐ 2

Portland

ROUTE NO. U FEDERAL-AID Various (32) STATE Street (36) (37) U.S. - - - (41)

ESTIMATED PROJECT COST BY PHASES

WORK TYPE 46	STEP 53	TERMINI (Full description)	MILES (54) (58)	TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E								
OW								
ONST CODE) Topics 033		"Computer Control Expansion (CBD Portland) Project"						
		IX	0.0	51,150	43,477	4,603	3,070	85%
		M	0.0	33,850	29,827*	2,012	2,011	88.15%
		JLG PROJECT TOTALS	0.0	85,000 (16) (23)	73,304 (24) (33)	6,615	5,081	

PROVAL DATES 10-4-79

* Fixed

REMARKS
Additional Data: Item No. 71434;
Project No. M-000C(3)

51921

-over-

USCOMM DUSCOMM-DC 48908-P61

COMPUTER CONTROL EXPANSION (CBD PORTLAND) PROJECT
PROJECT NO. IX-M-000C(15)

REMARKS - continued

Project Data: The work consists of expand computer controlled traffic signal system to include 21 intersections in the Central Business District in the area bounded by SW 1st Avenue, S.W. Sheridan St., S.W. Broadway and S.W. Montgomery St. and perform incidental work common to this type of project.

Note:
1) This project is in Congressional District No. 1
2) Included in MSD FY'80 AE/TIP on page 26 No. 18 (FAU) and page 146 No. 280 (IX).
3) This project is jointly financed using Urban system and Interstate Substitutions General Funded funds. Based on money value of which Urban System funds is firm, any additional cost over and above will be financed with Interstate Substitutions General Funded funds.

TRA 7-3 9355

STATE OF OREGON

INTEROFFICE MEMO

Metro Technical Services DEPT. 238-8231 TELEPHONE

TO: D. H. MOEHRING
Ass't. State Highway Engineer
Attn: D. E. Swan

DATE: November 5, 1979

FROM: MAX J. KLOTZ
Metro Technical Services Engineer

SUBJECT: CBD Traffic Signal Computer System
City of Portland

On October 25, 1979 I advised Dave Hill of the City of Portland that the total estimate of cost for the City's signal computer system was $75,000. I also told him that we should program with FHWA some over that amount to cover a bid that may be above our estimate. He agreed to programming $85,000 total dollars for the construction of the system. This money is in the City's Traffic Signal Improvement Section of the TIP Category VI.

pq

cc Dave Hill
Ted Spence
Earl Mershon
Dave Long

11-8-79
cc: GARY ZEHNER

October 2, 1979

The Honorable Victor Atiyeh
Governor of Oregon
254 State Capitol
Salem, OR 97310

Dear Governor Atiyeh:

Substitute Transportation Projects Using Withdrawn Interstate Funds

Your letter of February 2 requested I keep you informed as to the projects considered to use withdrawn Interstate Funds.

The projects in the Portland and Salem urbanized areas submitted to the Federal Highway Administration during the month of September are the following:

Project	Work	Funds		
		Federal	State	Local
A. Portland				
1) Basin Ave.-Going St. Interchange	ROW, Const.	$1,326,367	$ --	$322,400
2) NE 99th Ave.-NE 162nd Ave. (Sandy Blvd.)	PE, Const.	480,250	--	84,750
*3) Scholls Hwy. & Allen Blvd.	PE, ROW, Const.	122,500	21,700	---
4) NE Col. Blvd. Traf. Sig.	Const.	190,000	20,150	13,440
5) Traf. Signal Replacement (CBD Portland)	Const.	621,552	65,020	43,080
*6) Cornell Rd. @ Murray Blvd.	Const.	86,400	9,150	6,100
B. Salem				
1) Superior St. Vista Ave. (Commercial St. S.)	PE, ROW Const.	2,546,600	--	449,400

* Corrected Submittal

The criteria used to select these projects is the Region's transportation planning process which embodies a continuing cooperative, comprehensive approach. The projects are included in the Region's Transportation Improvement Program.

Sincerely,

F. B. Klaboe
Director

JLG:dmc
bc: H. S. Coulter
L. W. Rulien
D. H. Moehring
R. N. Bothman
E. S. Hunter
C. O. Fredrickson

9104

September 18, 1979

Mr. G. L. Green
Division Administration
Federal Highway Administration
Equitable Center, Suite 100
530 Center Street NE
Salem, Oregon 97301

Dear Mr. Green:

Interstate Transfer Funded Projects
Portland Urbanized Area

Under authority granted to me on February 2, 1979, by Governor Atiyeh I request your approval to use Interstate Transfer Funds for a highway project in the Portland Urbanized Area. Funds for this project are available from the withdrawal of the Mt. Hood Freeway from the Interstate Highway System under Section 103(e)(4) of Title 23, U.S.C.

I concur that this project is a regional priority and has been developed in conformance with the Region's continuing, cooperative, comprehensive transportation planning process.

Funding will be as follows:

		Funds		
Project	Work	Federal	State	Local
Traffic Signal Replacement (CBD Portland)	Const.	$621,552	$65,820	$43,880

I have directed the Project Management Branch of the Highway Division to process this request with your office to obligate the Federal Transfer funds as they are authorized by the Metropolitan Service District.

Sincerely,

F. B. Klaboe
Director

cc: Metropolitan Service District

bc: H. S. Coulter
D. H. Moehring
R. N. Bothman

JLG:dmc jv

Section CBD Signal System (Portland) Programming Estimate $
Highway City Sts. Project Length —
County Multnomah Completion Time 200 CD
Kind of Work Traffic Signal Equipment Est. Comp. Date Sep. 7, '80
Prefix 326 - 19~~53~~ Letting Date Jan. 24, '80 Project No. IX-M-000C(15)
1921

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 65,500.00
Anticipated Additional Items:		
Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished		
Roadside Seeding & Mulching		$ -0-
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)		
Bikeway Signs		
Furnish Mailbox Posts		
Adjust Utilities:		
Subtotal		$ 65,500.00
Contingencies (4-1/2%)		2,947.50
Engineering (~~8~~, ~~9~~, 10%)		6,550.00
~~Subtotal~~		$
Credit for		
Estimated Net Authorization, Construction		$ 74,997.50

APPROVED

REC'D. 11-29-79
OK Z

Road Design Engineer

OREGON STATE HIGHWAY DIVISION

~~SUMMARY--BID SCHEDULE~~--COST ESTIMATE

Sheet 1 of 1

Date Sept. 11, '79

Section CBD Signal System Expansion (Portland) County Multnomah

Kind Of Work Traffic Signal Equipment Length - Name Bricher

No	Item	Code	Unit	Quant.	Unit Cost	Total
1	Temporary Protection and Direction of Traffic		All	All	-	1,750-
2	Temporary Signs		Sq. Ft.	135	6-	810-
3	Flagmen		Hour	20	22-	440-
4	Traffic Signal Installation, Complete		All	All	-	62,500

9 [illegible] 4318

Section Computer Control Expansion (Portland CBD) Programming Estimate $ 75,000
Highway City Sts. Project Length —
County Multnomah Completion Time 200 CD
Kind of Work Traffic Signal Equipment Est. Comp. Date July 18, '80
Prefix 326-19~~53~~ 1921 Letting Date Dec. 20, '79 Project No. M-000C(3)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 65,500.00

Anticipated Additional Items:
Royalty Payment. . . . . ______
Permit Fees . . . . ______
Slide Correction . . . . ______
Railroad Protective Costs . . . . ______
Other Railroad Costs . . . . ______
Permanent Signing . . . . ______
Permanent Pavement Striping. . . . . ______
Temporary Pavement Striping. . . . . ______
Remove Pavement Striping (Exist. & Temp.) . . . ______
Temporary Erosion Control . . . . ______
State Furnished ____________ . . . . . . ______
Roadside Seeding & Mulching . . . . ______
Asphalt Cement Adjustment. . . . . ______ $ -0-
On the Job Trainees . . . . ______
State Responsibility for Damages. . . . . ______
Signal Controller Testing (Engineering) . . . . ______
Bikeway Signs . . . . ______
Furnish Mailbox Posts . . . . ______
Adjust Utilities:
____________ . . . . ______
____________ . . . . ______
____________ . . . . ______
____________ . . . . ______
____________ . . . . ______

Subtotal $ 65,500.00

Contingencies (4-1/2%) 2,947.50

Engineering (~~8~~, ~~9~~, 10%) 6,550.00

~~Subtotal~~ $

Credit for ______________________ . . . .

Estimated Net Authorization, Construction . . . . $ 74,997.50

APPROVED

REC'D 10-23-79
NEED FUNDS.
cc: Max Klotz

Signal Improvement Category
OK - says Max. K.

____
Road Design Engineer

OREGON STATE HIGHWAY DIVISION

~~SU RY--BID SCHEDULE~~--COST ESTIMAT

Sheet 1 of 1

Date Sept. 11, '79

Section CBD Signal System Expansion (Portland)

County Multnomah

Kind Of Work Traffic Signal Equipment

Length -

Name Bricher

No	Item	Code	Unit	Quant.	Unit Cost	Total
1	Temporary Protection and Direction of Traffic		All	All	-	1,750
2	Temporary Signs		Sq. Ft.	135	6-	810
3	Flagmen		Hour	20	22-	440-
4	Traffic Signal Installation, Complete		All	All	-	62,500

935.5

STATE OF OREGON

INTEROFFICE MEMO

METRO TECHNICAL SERVICES — 238-8231
DEPT — TELEPHONE

TO: FRANK TERPIN
Location Engineer

DATE: June 15, 1979

FROM: M.J. KLOTZ
Metro Technical Services Engineer

SUBJECT: Specifications and Plans
CBD Signal Expansion
City of Portland
Prefix 326-1953

Attached are the plans, draft specifications, and cost estimate for the computer control expansion (Portland CBD). These were prepared by the City of Portland. Please forward to Traffic for review.

This is a previous FAU project and to be funded as part of the New Traffic Signals allocation in the MSD TIP. The cost estimate for this project is $72,066.

The cost estimate prepared by the city is enclosed. After their estimate has been verified, Project Management will need to request programming of the construction funds.

js

cc: D.H. Moehring

H

[illegible]

59

√ M

PM FA
LG GP

ESTIMATE OF COSTS FOR COMPUTER EXPANSION

6/7/79

Item	Quantity	Material	Labor	Cost
2CB (8K expansion)	1	12,330	952	13,282
D.I. Adapter	1	589	119	708
D.I. Contact	2	236	85	642
D.O. Adapter	1	442	119	561
ECO	4	589	85	2,696
Card Cage	1	250	100	350
ECO Board	4	400	80	2,080
MSG Board	2	400	80	888
S/W J. Box	6	472	1,478	1,950
U.G. Conduit	1,320'	1,853	14,787	16,636
U.G. Cabling	1,320'	1,801	2,956	4,757
U.G. Interconnect	1,250'	1,049	2,099	3,148
Saw Cut	962'	757	1,616	2,373
Det. Amp	13	2,456	2,038	4,494
				54,565

25% Overhead & Profit	13,641
Engineering & Inspection by City	3,860
Total Estimate	$ 72,066

Rec'd 6-21-79

OK I

October 19, 1978

City of Portland
1220 S.W. Fifth Avenue
Portland, OR 97204

Attention: George Yerkovich, Auditor

MISC. CONTRACTS and
AGREEMENTS No. 6626

Gentlemen:

Attached for your files are two fully executed copies of an agreement concerning replacement of signal equipment at 21 intersections in the Central Business District in the City of Portland.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

bc: Don Harwell (agreement attached)

/

OREGON STATE HIGHWAY DIVISION

Form 81-734-1191

Request for Outside Billing
(Or Advice of Cash Transaction)

Address invoice to: City of Portland
400 S.W. 6th Avenue
Portland, Oregon 97204

Attention of Mr. John Lang
Highway Coordinator

Request No. (assigned by staff engineer or head of section) CC 1872

Date August 23, 1978

Payer's Order No. (if any)

Highway Div. Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Preliminary Engineering & Const. Advance Deposit $4,125.00

Quantity	Unit	Description	Unit Price	Amount
		To be retained	$600.00	
		To be transferred to State Highway Funds for the P.E. on the CBD Signal System Expansion. Agreement No. 5914		$3,525.00

If payer has made payment for this service, indicate the amount of payment. $

Credit distribution: 326-1921-295

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 4,125.00

Submitted by: Fred Hildebrandt
Fred Hildebrandt

Is this a partial or final request for billing? Partial

Approved:
Regional Engineer

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Approved:
for G. Wimer
Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

1104

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. M-000C(8)

STATE PROJECT NO. See below

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80305

TO:

Mr. F. B. Klaboe, Chief of Operations
Oregon Department of Transportation
State of Oregon
Salem, Oregon

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 6/19/78

FEDERAL ROUTE NUMBER FAU 9318, 9341, 9347, & 9355

STATE ROUTE NUMBER City Streets

GENERAL LOCATION:

Traffic Signal Replacement at 21 locations (CBD - Portland)

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including utility preparatory work
TEC $28,000, FF $24,000
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 6/6/78 I concur that the subject project is a nonmajor action as set forth in FHPM 7-7-2 paragraph 10e.

DATE 6/19/78

SIGNATURE OF APPROVING OFFICIAL G. K.

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE. 1976--626-787

9104

April 13, 1978

TO OREGON TRANSPORTATION COMMISSION

FROM H. S. Coulter
State Highway Engineer

SUBJECT Federal Aid Urban System Project Requests

On the Consent Calendar for the April 25 meeting will be six requests from the City of Portland for approval of Urban System projects.

One is for a $358,500 project to signalize six intersections on Columbia Boulevard.

Another is for a $123,000 project to connect North Gantenbein Street to existing ramps of the Fremont Bridge.

A $776,000 project is being requested to reconstruct the intersection of Burnside Street, Sandy Boulevard, and 12th Avenue.

A "Turn-Key" project to replace signal equipment at 21 intersections in the Central Business District is a $600,000 request.

Another request is for a $3,532,000 project to widen Holgate Boulevard and replace the existing bridge over the Southern Pacific right-of-way.

A $45,000 project is being requested to signalize the intersection of S.W. Capital Highway and S.W. Huber Street.

Federal Urban System funds for these projects are estimated at $4,673,670 with the State providing approximately $380,415 in match funds and a like amount being contributed by the City of Portland.

These projects have been investigated and are eligible for funding under the Federal Aid Urban System Program. I recommend your approval and request authorization to sign the project agreements for and on your behalf.

Att.

bc: R. A. Burco
F. B. Klaboe
C. W. Head
E. S. Hunter
D. H. Moehring
R. N. Bothman
V. E. Skoog
J. H. Versteeg
E. L. Hardt
D. N. Harwell
George Bell

CITY OF PORTLAND
Proposed Urban System Project

Traffic Signal Replacement
C.B.D.-21 Intersections
Signals
$600,000

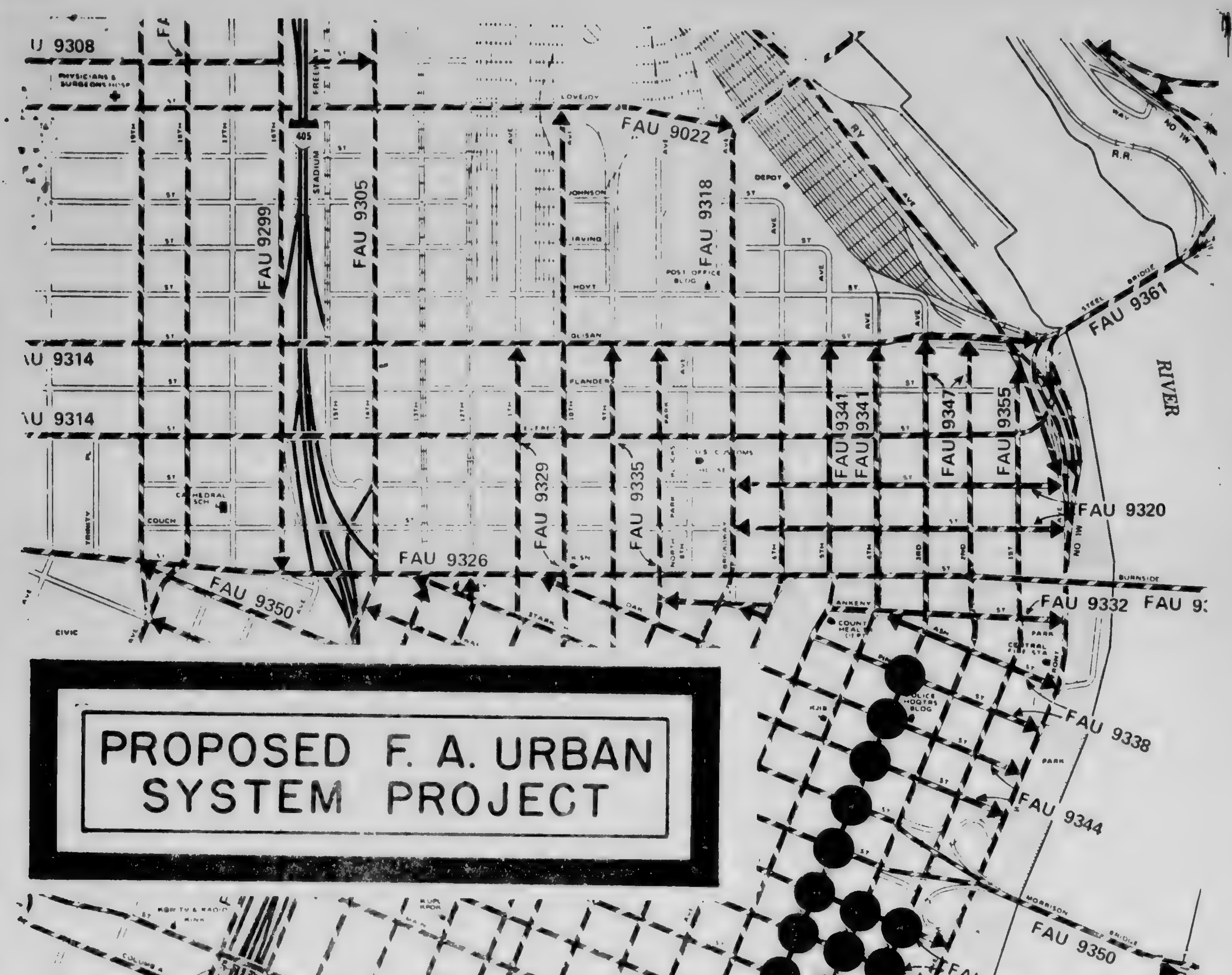
This project consists of replacing all signal equipment at 21 intersections with solid state pre-timed local controller interconnected to a computer master controller.

This will be a "Turn Key" proejct with the contractor providing the preliminary engineering and installing the signal equipment.

City will provide specifications and perform the construction engineering for the project.

78-d
4-11-78

PROPOSED F. A. URBAN SYSTEM PROJECT



U 9308
FAU 9022
FAU 9299
FAU 9305
FAU 9318
405
STADIUM
FREEWAY
LOVEJOY
JOHNSON
IRVING
HOYT
GLISAN
FLANDERS
COUCH
DEPOT
POST OFFICE BLDG
CATHEDRAL SCH
U.S. CUSTOMS
FAU 9361
STEEL BRIDGE
R.R.
RIVER
AU 9314
AU 9314
FAU 9329
FAU 9335
FAU 9341
FAU 9341
FAU 9347
FAU 9355
FAU 9320
FAU 9326
FAU 9350
BURNSIDE
ANKENY
FAU 9332
FAU 93
CIVIC
POLICE HDQTRS BLDG
FAU 9338
FAU 9344
MORRISON BRIDGE
FAU 9350
FAU 9358
FAU 9364
FAU 9368
HAWTHORNE BRIDGE
FAU 9366
FIRE BOAT NO. 1
27
9384
FAU 9323
FAU 9329
FAU 9370
FAU 9372
FAU 9374
FAU 9341
FAU 9318
FAU 9341
FAU 9376
FAU 9355
FAU 9361
MONTGOMERY
MONTGOMERY ST
HARRISON
CLAY
MARKET
COLUMBIA
SOUTHERN
PACIFIC
STADIUM FREEWAY
COURT HOUSE
PLAZA
FEDERAL BLDG
FAI 5
BRIDGE

PROJECT MANAGEMENT
P[illegible] ☑ CCE ☑ OM ☐
LGE ☑ FAE ☐ OPE ☐
DEC 16 1977
✓
TAA Beynaldson File: PM FA LG OP

9351
9341
9345
9318
9318

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

Attention: Right-of-Way Section

Subject: Federal Aid Project No. M-000C (3)
Project Name CBD Signal System (Portland)
FAU-000C, City Sts. 726

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

A ☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

cc D. E. Smith
C. T. Kousey
J. Chidsey
1-3-78.

Signed at Portland, Oregon, this 21st day of November, 1977

City of Portland

Certified By:

Regional Right-of-Way Supervisor
Date 12/2/77

Chief, Bureau of Street & Structural Engineering

Traffic Engineer, Bureau of Traffic Engineering

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/76

Form E-39 (Rev. 3-71)

OREGON STATE HIGHWAY DIV ON

AUTHORITY FOR SURVEY

Section PORTLAND C.B.D. SIGNAL SYSTEM EXPANSION

Highway City Streets (Portland)

County Multnomah

Date MARCH 28, 1977, 19

Authorization No. 1

Survey Prefix 326-1921 (Assigned by Salem Office)

Description of termini, route, length, etc.:

Expand the C.B.D. computer controlled signal system to include the area bounded by Southwest First Avenue, Southwest Caruthers Street, Southwest Broadway, and Southwest Oak Street.

Purpose of survey:

Review signal system design and prepare title sheet for city of Portland traffic signal project.

FAU FUNDING

M-000C(3)
3/17/77

		Estimate of
Field Survey	(901)	$200.
Citizen Participation	(902)	
City or County	(903)	
Consultant	(904)	
Final Design	(905)	$200.
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Descriptions	(909)	
Soils & Geology	(910)	
Traffic	(911)	$200.
Landscape	(912)	
Liaison	(913)	
Utility	(914)	
Photogrammetry	(916)	
Location Studies	(918)	
Engr. Graphics	(919)	
Office Engineer	(920)	
Specifications	(921)	
Environmental	(923)	
Planning	(924)	
Foundation Exploration	(926)	
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$ 600.
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

J. D. McClure, Region Planning ~~Field~~ Engineer

Recommended for Approval:

R. N. Bothman, Ass't. State Hwy. Engineer

OFFICE ENGINEERING SECTION
P.E. APPR. 3-17-77
FED. AID FAUS STATE

Recommended for Approval:

Location Engineer

Approved:

Deputy ~~Assistant~~ State Highway Engineer

NOTED

Dond

SP[illegible]

1859

ERT W. STRAUB

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 4, 1977

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rulien
Program Management Engineer

SUBJECT Project Data Submission
Item No. 71434
Project No. M-000C(3)
CBD Signal System Expansion (Portland)
Multnomah County

Enclosed is data for the subject project.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request the following:

(1) Approval of a minor change to the FY 77 Annual Program to include in the character of proposed work "Preliminary engineering phase" at an estimated total cost of $4,500 with federal funds of $3,860.

(2) Authorization to proceed with all phases of the preliminary engineering necessary to obtain PS & E approval at an estimated total cost of $4,500 with an obligation of $3,860 in federal funds.

CL:md

cc: R. Bothman (Metro)
Gary Zehner

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO D.O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

March 4, 1977

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME
2	(19) (20)	21 City Sts., 21 Intersections in Portland 65		20,000	N/A	97	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	FA CLASS	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER
3	28 P.E., Computerize Traffic Signals 62	(63) (65)	(66) (67)			(71)	(72) (73)	(74) (75)	14 M- 23	000C

CARD			
4	CLASS OF FEDERAL FUNDS: Urban Systems	COUNTY NAME	Multnomah
	NAME OF URBAN AREA 17-31: Portland	ROUTE NO. U	FEDERAL-AID 9318, 9341, 9345, 9355 (32) STATE City Sts (36) (37)

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	15	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE** TOPICS			0.0	4,500	3,860	320	320 (
5					**ROW**							
5					**CONST** (CODE) (Topics) Y031		"CBD Signal System Expansion (Portland)"	0.0	33,500	28,742	2,379	2,379 (

CARD	CODE						
1	1	PREPARED BY: CL	PROJECT TOTALS	0.0	38,000 (16) (23)	32,602 (24) (32)	2,699	2,699 (
1	14	PROGRAM APPROVAL DATES: October 27, 1976					REMARKS

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

March 4, 1977

LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Sts., 21 Intersections in Portland		20,000	N/A	97	10	Oregon	41	W36	71434

K (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	CLASS'N	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	PROJECT NUMBER NUMBER	PROJECT NUMBER SEQ. NO.	I. Projects Only POST MI.	I. Projects Only DESIG.
Traffic Signals								M-	000C	(3)		

Urban Systems

Portland

COUNTY NAME			CODE
Multnomah			051
ROUTE NO. U	FEDERAL-AID 9318, 9341, 9345, 9355	STATE City Sts	U.S. ---

PROGRAM STAGE ☐ 1 OR ☐ 2

K TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
CS		"CBD Signal System Expansion (Portland)"	0.0	4,500	3,860	320	320 (City)	ROW-60' min.; Access Control-none; Parking Restrictions-Partial.
W								
NST c) ics)			0.0	33,500	28,742	2,379	2,379 (City)	
		CL PROJECT TOTALS	0.0	38,000	32,602	2,699	2,699 (City)	

VAL DATES October 27, 1976

REMARKS

-Over-

CBD SIGNAL SYSTEM EXPANSION (PORTLAND)

PROJECT NO. M-000C(3)

Existing Facility: Roadway on the various streets varies from 36 feet to 50 feet curbed section. Traffic entering the various intersections controlled by single dial fixed time interconnected signals.

Adjacent Sections: Same as existing roadway.

Project Data: Work under this project consists of the following:

(1) Preliminary engineering all phases.

(2) Connect the existing traffic signals at 21 locations into the computer controlled traffic signal system to provide better traffic control and work incidental to this type of project.

Note: Preliminary engineering to be performed by City of Portland forces with review by State forces.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on October 18, 1976.

FHPM 4-1-2 (IM 50-1-70 Requirements): Exempt from State Clearinghouse and District 2 Clearinghouse A-95 review under working agreements.

FHPM 7-7-5 Requirements:

(a) Public Hearings--None required under Oregon Action Plan.

(b) Location/Design--Not a factor in the development of this project.

Note:

(1) This project is in Congressional District No. 1.

(2) This project is in the CRAG Tip 77 FY annual element.

1859

DEPARTMENT OF TRANSPORTATION

HIGHWAY DIVISION

METROPOLITAN SECTION

5821 N.E. GLISAN • • PORTLAND, OREGON • • 97213

ROBERT W. STRAUB
GOVERNOR

December 29, 1976

Telephone 238-8250

DON BERGSTROM, Traffic Engineer
City of Portland
424 Southwest Main
Portland, OR 97204

Attention Dick Speer

Subject: Returned Advance Deposit Check
City Ordinance No. 142915

Dick:

On December 20 the City Auditor submitted Warrant No. 30107 for $16,425 as an advance deposit on the four signal projects covered by Ordinance No. 142915. As we discussed by telephone, in cases where the City performs preliminary engineering on projects such as this, no advance deposit is required for that portion of the work. When the project is let for contract and before the contract can be awarded, we will request a deposit to cover the City's share of construction costs, but any deposit now is premature.

After preliminary engineering and design have been completed and contract bids opened, we will request the City's share of each of these projects; but until that time, I am returning the City's deposit.

All of the agreements appear to be in order and are, therefore, being forwarded to our Salem headquarters for further processing.

Jon Rose

JON ROSE
Federal Aid Engineer

ldo

Attachment

____ Hopkins ____
____ Harwell ____
____ Holmes ____
____ Prange R ____
____ Unrein ____

RECEIVED
JAN 3 1977
COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To ____
Bring Up ___/___/___
Other ____

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Portland, OR 97213
December 28, 1976

FILE:

FROM: JON ROSE Jon Rose
Federal Aid Engineer

TO: GEORGE HOPKINS
Local Government Programs Engineer

SUBJECT: Signed Agreement
CBD Signal System Expansion
FAUS Project
City of Portland

Here are four copies of the agreement covering the subject project signed by the Portland Mayor and Commissioner of Public Works. These are forwarded to you for further processing.

Please note that the authorizing ordinance directs the City Auditor to submit an advance deposit. Since no deposit is required until the project is contracted, the City's check is being returned to the City Traffic Engineer and a copy of my transmittal letter to him is attached to clear the record.

ldo

Attachments

cc: Region 1

RECEIVED
JAN 3 1977
COUNTY
CITY
UNIT

Hopkins
Harwell
Holmes
Prange
Unrein

☐
Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File
Return To
Bring Up __/__/__
Other

OFFICE OF CITY AUDITOR

GEORGE YERKOVICH
CITY AUDITOR

CITY OF PORTLAND
OREGON

December 20, 1976

Mr. Jon Rose
Oregon State Highway Division
Department of Transportation
5821 N. E. Glisan Street
Portland, Oregon 97213

Dear Mr. Rose:

Please find enclosed herewith quadruplicate copies of agreement to expand the computer controlled traffic signal system to include 21 intersections in the Central Business District under the Urban System Program as authorized by Ordinance No. 142915.

Will you kindly have the State Highway Engineer and the Assistant State Highway Engineer sign all four copies and return the original and one copy to the Auditor, City of Portland, Room 202, City Hall, Portland, Oregon, 97204. All copies have already been executed by the City of Portland officials,

Your prompt attention to this matter will be appreciated.

Yours very truly,

George Yerkovich

Auditor of the City of Portland

dh
MS:dlh
Encls.

RECEIVED
JAN 3 1977
COUNTY
CITY
UNIT

Hopkins
Herwell
Holmes
Prange
Unrein

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring up
Other

9355

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: INT 5

Portland, OR 97213
December 2, 1976

FROM: ROBERT N. BOTHMAN ebg
Ass't. State Highway Engineer

TO: L. W. RULIEN
Project Management Engineer

SUBJECT: City of Portland request for 86-14 per cent federal aid match on FAUS projects

Attached is a request from the city of Portland for the new federal aid match ratio of 86-14 percent on all ongoing FAUS projects in the city.

This includes all projects underway or for which final estimates have not been concluded. I draw your attention to the Foster/Woodstock couplet as one in that category where the project has not been finalized.

The CRAG Transportation Improvement Program Subcommittee is addressing the issue of all local jurisdictions maximizing the federal aid monies and minimizing the local match by using the 86-14 per cent match.

In the case of the city, they have indicated they wish to proceed on the basis of the 86-14 per cent and will adjust their portion of the TIP accordingly.

It will be necessary, as the other jurisdictions also take this option, that adjustments be made in the TIP to accommodate the larger federal aid portion for projects on the urban system.

Please take the necessary steps to comply with the city's request.

ebg

attachment

PROJECT MANAGEMENT
DEC - 3 '76
REFER TO Prange
FOR

Info	Investigate	R/D	Action	File	Other
			✓		

Hopkins
Harwell
Holmes ✓
Prange R
Unrein

RECEIVED
DEC 6 - 1976
COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: October 18, 1976

In reply refer to: 1041A.6

SUBJECT: Oregon FAU Projects M-000C(-)
City of Portland

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, ORegon

RECEIVED
ENVIRONMENTAL SECTION
OCT [illegible] 1976
Referred to ____________

I concur in the non-major classification as requested by Mr. Rulien's October 5, 1976 memorandum. This classification applies to the following projects:

1. C.B.D. Signal System Expansion
2. S. W. Macadam Avenue Signals
3. N.E. Broadway & 9th Ave. Signal
4. Burnside & 23rd, 1st & Arthur Signals
5. N.E. Fremont, S.E. Foster, N.E. & S.E. 39th Signals
6. C.B.D. 3 streets, Signals
7. S.W. Barbur Blvd. & Miles Street Signals

Methods and details of project development will be reviewed on individual projects as they proceed.

for Malach
G. L. Green

RECEIVED
STATE HWY ENGR
OCT 22 '76
REFER TO [illegible]
FOR

cy [illegible] + B. [illegible]
10-22-76

xc: Geo. ✓
10/25/76

9109 ✓ ①

6/5/75

FEDERAL AID URBAN SYSTEM PROJECT REQUEST

NOTE: This form is intended to collect general information for proposed projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

Date August 23, 1976

Applicant Agency City of Portland

Federal Aid System Route No. Various Route Name Portland CBD

Project Name C.B.D. Signal System Expansion

Project Length NA Project Location (Attach sketch map)

Project Description Expand computer controlled traffic signal system to include 21 intersections in area shown on attached map. The purpose of this expansion is to provide better traffic control in the area by providing cycle lengths and green splits on the basis of actual traffic demand, reducing stops and delays for vehicular traffic. This reduction in stops and delays will improve travel times and help reduce auto emission to meet the DEQ clean air standards.

Average Daily Traffic varies 15,000 - 20,000 v.p.d. per intersection Design Speed varies 15 - 25

Complete Applicable Sections:

ROADWAY DATA

Existing Roadway: (Attach sketch)

Width Varies (36-50) Travel Lanes Varies (2-3) Shoulders None

Median None Parking Both sides in most locations

Sidewalks 12' to 15' sidewalks on both sides

Other

Desired Roadway Cross Section: (Attach sketch) N/A

Width Travel Lanes Shoulders

Median Parking

Curbed Length Curb Radii

Sidewalks

Other

[illegible]: No change required in existing roadways

Description of Proposed Roadway Work None

RECEIVED
COUNTY & CITY SECTION
SEP 1 1976
☐ ~~ENGR.~~ ☐ ~~COOR.~~ ☐ UE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

II. RIGHT-OF-WAY DATA

1. **Existing Right-of-Way:**

General Width 60' Minimum 60' Maximum 80'

2. Will Additional Right-of-Way Be Needed? No Explain

3. Will cost of additional right-of-way be included in project or will applicant acquire without cost to project?

4. Will applicant acquire right-of-way and have State review negotiations?
Yes ____ No ____

5. Should State negotiate and acquire right-of-way in behalf of applicant?

6. Should State prepare options? Yes ____ No ____

7. Is a public hearing necessary? No
(NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

8. Will there be any persons displaced from their homes, farms or business?
No If so, explain
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

9. Will this project affect any park or recreation facility? Slightly
If so, explain will reduce stopping and starting of vehicles on streets adjacent to Duniway Park.

III. TRAFFIC CONTROL DATA

1. Existing Signalization: Single dial fixed time interconnected signals at 21 intersections.

2. Proposed Signalization:

Location All 21 signalized intersections to be interconnected for computer control.
Type [illegible]
Phases [illegible]
Type of Suspension [illegible]

Interconnected 6 pr. communication cable to computer with 10 conductor ~~Other~~ cable for backup operation

FOOTNOTES:

3. Permanent Signing:

Include in project or by applicant? None

4. Permanent Striping:

Include in project or by applicant? None

IV. ILLUMINATION DATA NOT APPLICABLE

1. Present Illumination and Location:

2. Proposed Illumination:

Location
Type

V. STRUCTURE DATA NOT APPLICABLE

1. Existing Structure:

Location
Type
Size
To Remain in Place?

2. Proposed Structure:

Location

Is a particular type of structure and design desired?

Approximate size of proposed structure

Are sidewalk/bikeways desired?

Are any utilities to be attached to structure?

FOOTNOTES:

Are provisions for illumination desired?

Are there any unusual or complicating conditions?

VI. RAILROAD DATA NOT APPLICABLE

1. Are there any railroad crossings? Location

Type of existing crossing
Existing crossing protection

Name of Railroad
Number of tracks: Mainline Siding Total
Angle of Intersection
Sight distance: (Direction) Distance
(Direction) Distance
Number of Trains: Passenger Speed
Freight Speed

2. Will existing railroad crossing be altered?

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed on pages 51 and 52 of the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement Bureau of Traffic Engineering - Michael Thompson
Office
2. Environmental Bureau of Traffic Engineering - Michael Thompson
Office
3. Public Hearing Bureau of Traffic Engineering - Michael Thompson
Office

REMARKS: ______________________________

VIII. GENERAL INFORMATION

1. Other work or conditions not covered by preceding sections ______________________________

2. Does the applicant desire to perform the project preliminary engineering?
Yes ___X___ No _______

Does the applicant desire to perform the project construction engineering?
Yes ___X___ No _______

(NOTE: Utilization of local forces to perform preliminary and construction engineering requires the prior approval of the State and Federal Highway Administration. In all instances, State will prepare final plans, advertise, and award project contracts.)

3. Applicant's Estimate of Cost for Requested Project:

Roadway Work	$
Right-of-Way Costs (if participating)	
Traffic Control	33,375.
Illumination	
Structures	
Railroad	
Other ______________________	
Preliminary Engineering	4,125.
PROJECT TOTAL	$ 37,500.

FOOTNOTES: City share of funding is included in City's 1976-77 Budget. Project was included in CRAG submittal.

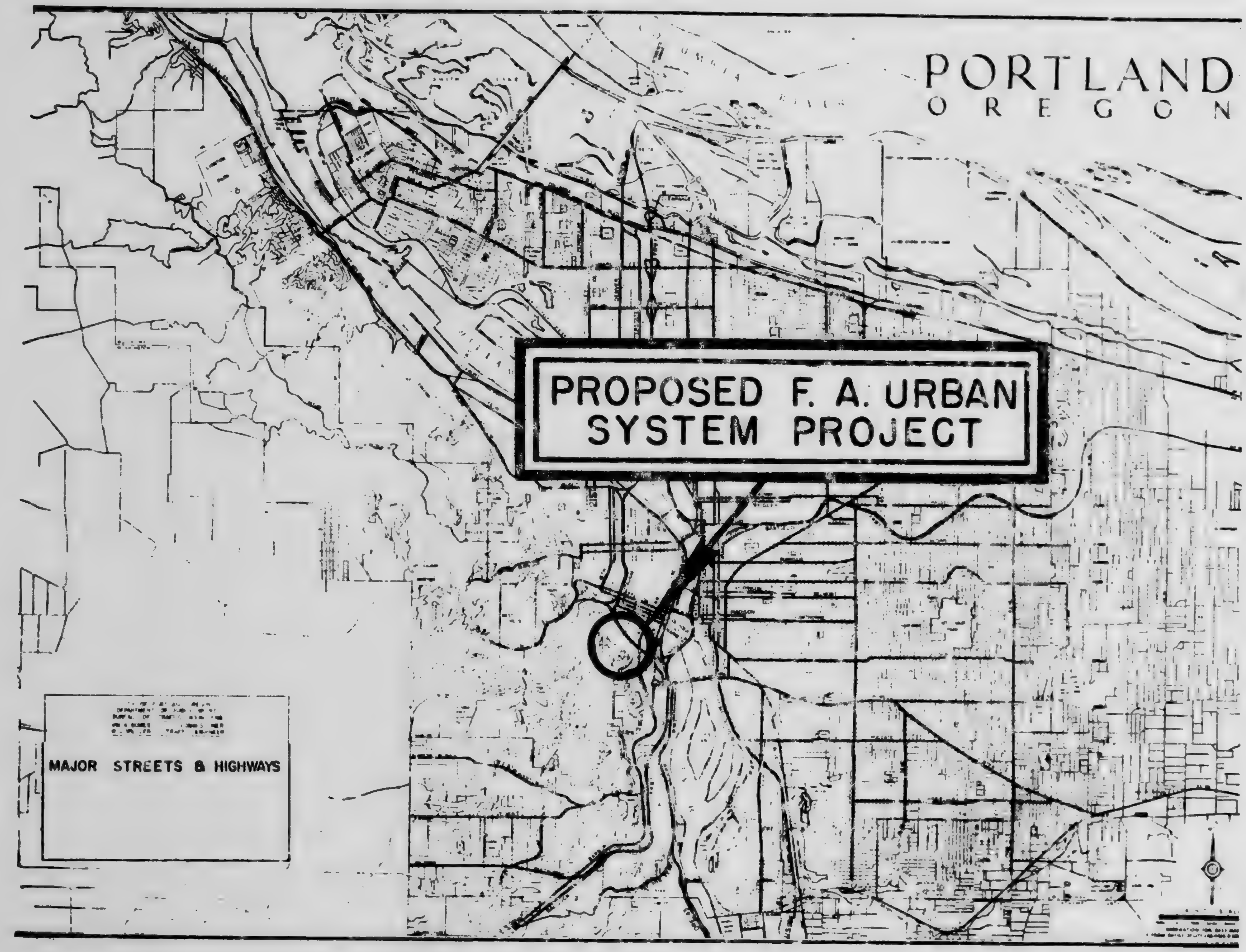
THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

City of Portland, Oregon and/or ______________________ County

By ______________________ By ______________________
D. E. Bergstrom, City Traffic Engineer

By ______________________ By ______________________

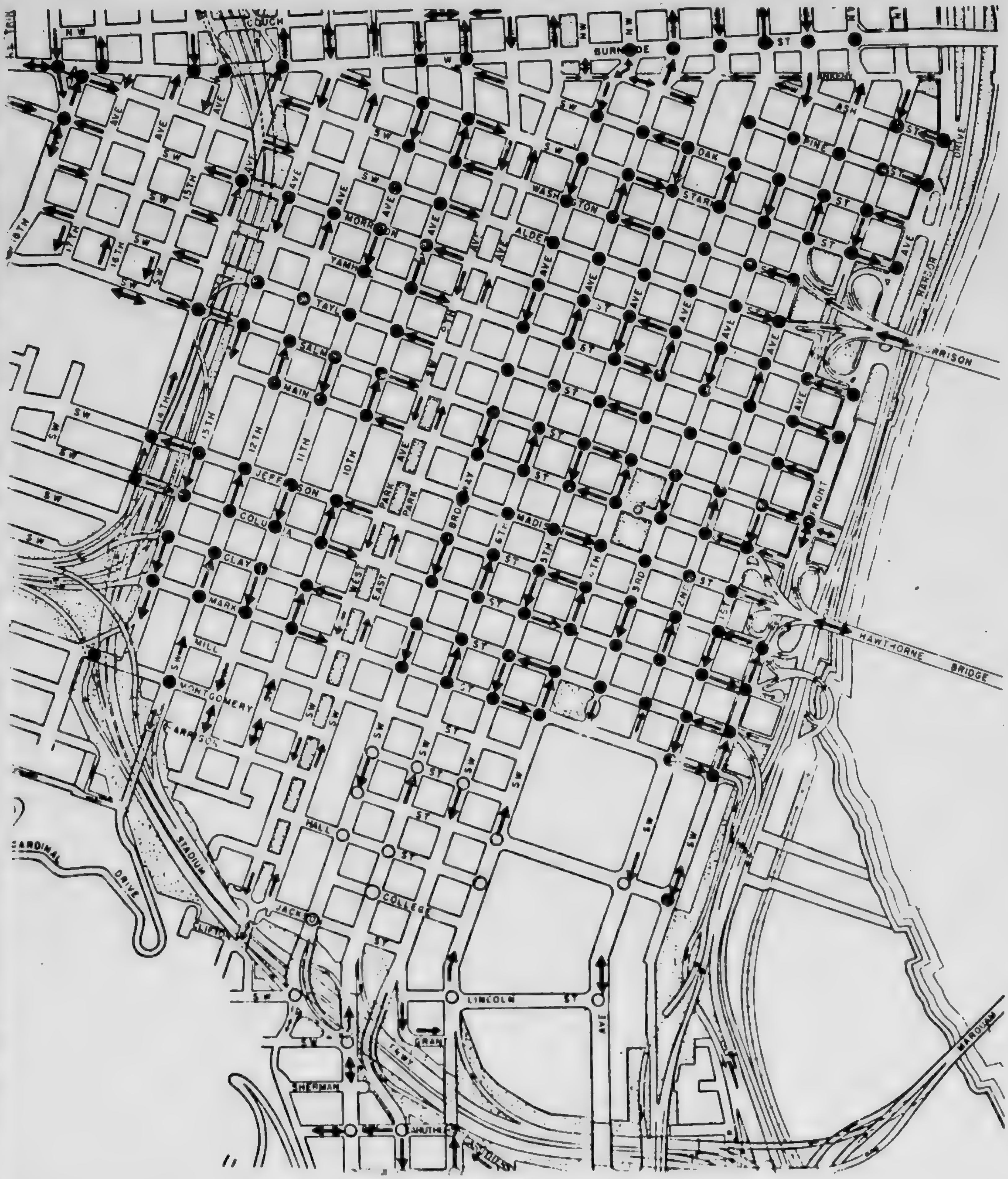
By ______________________


PORTLAND
OREGON
PROPOSED F. A. URBAN
SYSTEM PROJECT
MAJOR STREETS & HIGHWAYS

①

·TY OF PORTLANL
CENTRAL BUSINESS DISTRICT
SIGNAL CONTROL SYSTEM

COMPUTER CONTROLLED INTERSECTIONS – ●
SIGNALS NOT IN SYSTEM AT PRESENT – ○


COUCH
NW
BURNSIDE
ASH
PINE
OAK
STARK
WASHINGTON
ALDER
MORRISON
YAMHILL
TAYLOR
SALMON
MAIN
JEFFERSON
COLUMBIA
CLAY
MARKET
MILL
MONTGOMERY
HARRISON
HALL
COLLEGE
JACKSON
LINCOLN ST
GRANT
SHERMAN
14TH
13TH
12TH
11TH
10TH
PARK
WEST
EAST
BROADWAY
6TH
5TH
3RD
2ND
1ST
FRONT
HARBOR DRIVE
MORRISON
HAWTHORNE BRIDGE
STADIUM
CARDINAL DRIVE
MARQUAM

1980 S.W. Macadam Ave. @ S.W. 9105
Hamilton Ct. Sec. in
Portland. (Traffic sig.)

CHA 6208 9-10-79

710 3 file

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

Contractor and Contract No.	Section and County	Acceptance Date
Ross Bros. Const., Inc. No. 9041	Sager Cr. Br. & Kale Cr. Culvert Clatsop County	Jan. 3, 1983
Cascade Const. Co., Inc. No. 9062	NE Col. Blvd.-NE Weidler St. (Unit 1) Multnomah County	Jan. 3, 1983
COMCO Const. Ore. Ltd. dba Salem Road & Driveway Co. No. 9436	Church Road-Pac. Hwy. West Polk County	Jan. 4, 1983
J. C. Compton Co. No. 9241	Elgin-Minam River Road Union County	Jan. 4, 1983
C.W. McCallum Const. Co. No. 9347	Southbound On Ramp @ Beaverton/Hillsdale Hwy. Washington County	Jan. 4, 1983
The Kaspac Corp. dba Kaspac Industries No. 9382	Jackson County Pavement Marking Project Jackson County	Jan. 4, 1983
East County Electric Co., Inc. No. 9450	Pac. Hwy. W. @ 12th St. (McMinnville) Yamhill County	Jan. 4, 1983
Ajax Electric Co. No. 9430	Beaverton/Hillsdale Hwy. @ SW 107th Ave. Washington County	Jan. 4, 1983
Schoolhouse R Electric No. 9407	Col. River Hwy. @ W. Rainier Dike Rd. (Rainier) Columbia County	Jan. 5, 1983
A.K. Lundmark & Son, Inc. No. 9442	Rock Creek Bridges Washington County	Jan. 5, 1983
Hannan Bros. Const., Inc. No. 9410	Westport Ferry Slip Clatsop County	Jan. 5, 1983

Contractor and Contract No.	Section and County	Acceptance Date
Hansen Electric Co., Inc. No. 9208	SW Murray Blvd. @ SW Walker Rd. (Beaverton) Washington County	Jan. 6, 1983
Joseph Garfas dba Schoolhouse R Electric No. 9392	Rogue Valley Hwy. @ Valley View Rd. (Talent) Jackson County	Jan. 11, 1983
D Mc D Corp. No. 9377	LaGrande/Baker Hwy. @ Pierce Lane Union County	Jan. 12, 1983
F. Kelly Somers Const. Co. & F.L. Somers Co., Inc., J.V. No. 9303	NCL-Main St. (Rogue River) Jackson County	Jan. 18, 1983
Hamilton Electric, Inc. No. 9105	SW Macadam Ave.-SW Hamilton Court Multnomah County	Jan. 20, 1983
R. A. Hatch Co. No. 9227	Cedar Hills Blvd.-Sylvan Intchge. Washington & Multnomah Counties	Jan. 21, 1983
D & D Paving Co. No. 9319	35th Ave. Realign. @ Silverton Rd. Marion County	Jan. 21, 1983
Ross Bros. Const., Inc. No. 9441	UPRR & Frontage Rd. O'Xing. (The Dalles) Wasco County	Jan. 24, 1983
Eagle-Elsner, Inc. No. 9457	Oswego Hwy. @ Marylhurst College Entrance Clackamas County	Jan. 24, 1983
Fabricators, Inc. No. 9301	Davis Slough-Bullards Bridge Coos County	Jan. 25, 1983
Western Mixing Co. No. 9307	Painted Hills Rd.-Mitchell Wheeler County	Jan. 26, 1983
Swanston Equipment Co. No. 9384	Lane County Pavement Marking Project #5 Lane County	Jan. 27, 1983

Contractor and Contract No.	Section and County	Acceptance Date
Electric Corp. No. 9460	Pac. Hwy. E. @ Grimm Road Marion County	Jan. 27, 1983
Hi-Land Const., Inc. No. 9518	Grass Butte Rock Production Crook County	Jan. 31, 1983
Morse Bros., Inc. No. 9458	Condon Rock Production Gilliam County	Jan. 31, 1983

February 1, 1983

W. E. Schwartz, P.E.
Asst. State Highway Engineer

9105

January 28, 1983

United Pacific Insurance Company
Bond Department
33405 - 8th Avenue So. C-3000
Federal Way, WA 98003

CON 5
#9105

Gentlemen or Ladies:

On January 21, 1983, we wrote to you concerning release of final payment on Contract No. 9105 awarded to Hamilton Electric, Inc., for traffic signal installation on the S.W. Macadam Avenue at S.W. Hamilton Court Section of the Oswego Highway in Multnomah County.

Final payment on this contract is $924.85 and the total contract amount is $54,787.70. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc

cc: Hamilton Electric, Inc.
P. O. Box 708
Eugene, OR 97440

bc: C. T. Keasey
Walt Hart
E. L. Hardt

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION SW Macadam Ave. @ SW Hamilton Ct.	WEEK ENDING May 15, 1982	SECTION PREFIX 26-8280
HIGHWAY Oswego	COUNTY Multnomah	
NAME OF JOB SW Macadam Ave. @ SW Hamilton Ct.	KIND OF WORK Signals	
CONTRACTOR Hamilton Electric Co.	CONTRACT NUMBER 9105	FEDERAL AID PROJECT NUMBER State
DATE OF CONTRACT 4/8/80	DATE WORK STARTED 4-21-80	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN 0 SUPERVISION 0	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 220	WORK DAYS USED CALENDAR DAYS USED 375
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 171%
PROJECT AUTHORIZATION $ 65,894.18		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: $ 60,139.23	ENGINEERING AUTHORIZATION $ 5,754.95	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 56,062.85	ENGINEERING COST TO DATE $ 13,800.00	DATE PROJECT WAS COMPLETED: 4-30-81
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN 7 %	PERCENT OF AUTHORIZATION 240 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD	Sigals 100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	No time charged			
MONDAY				
TUESDAY				
WEDNESDAY				K
THURSDAY				
FRIDAY				
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project was completed on 4-30-81. The Semi-Final was sent to region 1 on May 13,1982 . This will be the last weekly report to be made on this peoject.

FHWA
Constuction
Region
File

SIGNED J W ________ LOCATION Sylvan

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

9105

2.

~~By 1-4-82~~

NOTED
H.S. COULTER

December 15, 1981

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3 FOE
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SCS
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RECEIVED
DEC 15 1981
CONSTRUCTION BRANCH

CM
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LE
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CP

Hamilton Electric, Inc.
P.O. Box 708
Eugene, Oregon 97440

Re: Time Extension Request
S. W. MacAdam Ave. at S. W. Hamilton Court
Contract No. 9105

Gentlemen:

Your request for additional time in which to complete the above project has been carefully reviewed and was discussed with you at our meeting of December 9, 1981.

A time extension has previously been granted for the duration of the strike at your pole manufacturer's plant. No additional time can be granted for alleged consequential delays and this portion of your request is denied.

The second part of your request was based on delays claimed to have resulted from deficient and defective software specifications. Pursuant to our understanding reached at the December 9, 1981 meeting, the state is willing to waive any claim for liquidated damages on the condition you sign the enclosed release and indemnity agreement. Please return one signed copy to me.

If you have any questions regarding the agreement, please feel free to contact me.

Very truly yours,

Keasey

C. T. Keasey, P.E., P.L.S.
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
DEC 21 '81
REFER TO
FOR
Info | Inves | R/D | D R | Sign | Act | File

TW:maj
enclosure

AGREEMENT

IN CONSIDERATION OF THE MUTUAL PROMISES CONTAINED HEREIN, Hamilton Electric, Inc. hereby agrees to:

(1) Release the State of Oregon, by and through its Transportation Commission and its Department of Transportation, from any and all claims arising out of the awarding and performance of Contract No. 9105 which is referred to as the S. W. MacAdam Avenue at S. W. Hamilton Court project.

(2) Indemnify and hold harmless the Oregon State Transportation Commission and the Oregon Department of Transportation from any and all claims arising out of the performance of the above referenced contract including, but not limited to any claims by subcontractors, suppliers, consultants, employes, architects and engineers.

IN CONSIDERATION OF THE MUTUAL PROMISES CONTAINED HEREIN, the Oregon State Transportation Commission by and through its Department of Transportation agrees to waive any claim for liquidated damages against Hamilton Electric, Inc. arising out of the above referenced contract.

This agreement is not and cannot be utilized by the parties to this agreement or by any other party or person as an admission of liability.

HAMILTON ELECTRIC, INC.

By______________________________
12-17-81

OREGON STATE HIGHWAY COMMISSION and
DEPARTMENT OF TRANSPORTATION

By______________________________
Ass't State Hwy. Engr. 12/18/81

12/15/81 - mj

9105

HAMILTON ELECTRIC Inc.
ELECTRICAL CONTRACTING

July 30, 1981

RECEIVED
STATE HWY ENGR
JUL 31 '81
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Mr. Jim Cochell
Resident Engineer, OSHD
2131 S.W. Scholls Ferry Rd.
Portland, Oregon 97221

RE: Time Extension Request
S.W. MacAdam Ave & S.W. Hamilton Court
O.S.H.D. Contract #9105

We have received the June 29, 1981 DOT letter which grants us a 30 calendar day extension of time due to the strike at the pole manufacturers plant.

Our initial time extension request should have been for 66 calendar days as indicated on the State form. The 60 days indicated in our attachment was a typographical error.

Subsequent to the receipt of the poles, the project was additionally delayed by the late delivery of the controller for the traffic signals. The delay caused an extra 89 days of contract time to elapse beyond the 66 days we originally requested. The total number of excess days on the project was 155. We are gathering documentation for the time extension request relating to the controller delivery and it will be submitted separately.

We do wish to appeal the 30 days that were allowed for the strike. The actual time of the strike was allowed as additional time. However, a strike causes other significant interruptions in a factory's manufacturing processes and time schedules that must be addressed when a

-continued-

232 WEST 5th AVENUE 503/485-4455 POST OFFICE BOX 708 EUGENE, OREGON 97440

time extension based on a strike is granted. In our opinion, in the decision rendered, these items were not taken into consideration. We are therefore submitting as additional documentation a July 23, 1981 letter from the pole manufacturer, Pacific Union Metals Division and a letter from our supplier, Graybar Electric Company, Inc. dated July 28, 1981. For clarification, we should point out that MALCAR Associates, who is referred to in the manufacturer's letter, is the manufacturer's representative. In other words, they are the party between our supplier, Graybar, and the manufacturer, Pacific Union Metal.

Very truly yours,

Emerson Hamilton

EH:grg

Attachment

cc: H. S. Coulter
Ed Hardt
Robert Church

GraybaR
ELECTRIC COMPANY, INC.
2380 WEST BROADWAY
P. O. BOX 1620
EUGENE, OREGON 97401

TELEPHONE (AREA CODE 503) 484-1321

July 28, 1981

Hamilton Electric
P. O. Box 708
Eugene, OR 97440

Attention: Mr. Emerson Hamilton

Subject: Macadam Avenue at Hamilton Court
Hamilton Purchase Order 1010
Graybar Order 410EA1010

Dear Emerson:

Attached is a copy of a letter received today from Mr. Lieber of PUMCO, Long Beach. As you and I discussed earlier this month, a thirty day labor stoppage is only part of the problem to a manufacturing facility once they wish to restart production.

Please forward this information to the proper individuals at the State agencies and ask them to reconsider their thirty day extension allowed in Mr. C. T. Keasey's letter of 6/29/81 (copy attached).

If I can be of further assistance in our "joint effort," please contact me.

Very truly yours,

R. F. Dion

R. F. Dion
Branch Manager

RFD:th

Pacific
Union Metal
Division

2320 DOMINGUEZ ST.,
CARSON, CA. 90810
PHONE (213) 835-7166

P.O. BOX 2760
LONG BEACH, CA. 90801

RECEIVED
JUL 27 1981
GRAYBAR ELECTRIC

July 23, 1981

Graybar Electric Company
P. O. Box 1620
Eugene, Oregon 97401

Attention: Mr. Russ Dion
Branch Manager

Subject: Your Purchase Order No. 410-EA-1010
Our Sales Order No. 40741
Job Name: Macadam Avenue at Hamilton Court, Lake Oswego, OR.
State of Oregon Contract - Hamilton Electric Job

Gentlemen:

This is in response to your request for an explanation as to the reason, when a factory experiences a strike, shipment of material is delayed for a period of time longer than the actual lapsed time of the strike. The sequence in which ongoing production orders are scheduled is completely disrupted upon settlement of the strike and work is resumed. This is due to the fact that incoming materials cannot be accepted during the strike. Therefore, all vendor orders for materials and components bought from outside suppliers are put on "hold" with an indefinite release date. Inasmuch as the length of a strike is unknown at its inception, vendors must put these orders behind all others they have in process.

The order in which components and parts arrive from these vendors, then established the order in which each job is manufactured. This continual disruption of pre-established production cycles results in significant inefficiency for some period of time.

It simply is not reasonable to expect a factory to reach 100% of normal capacity the day after a total shutdown of thirty (30) days.

I trust this is the information you require and if we can provide additional details please contact me or our agent, MALCAR Associates.

Very truly yours,

PACIFIC UNION METAL DIVISION

R. E. Lieber
Manager, Order Service

REL:rs

The Union Metal Manufacturing Company /Canton, Ohio 44711

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 29, 1981

In Reply Refer to
File No.: CON 5 #9105

Hamilton Electric, Inc.
P.O. Box 708
Eugene, OR 97440

Re: Time Extension Request
S.W. Macadam Ave. @
S.W. Hamilton Court
Contract No. 9105

Gentlemen:

Your request for additional contract time in which to complete the above project has been very carefully reviewed. You requested a time extension of either 66 calendar days (indicated on the State form) or 60 calendar days (stated in your attachment) due to delay in delivery of signal poles resulting from a strike at the pole manufacturer's plant. Data submitted indicates a strike related delay of either 29 or 30 calendar days. A similar delay in project completion is indicated in your letter of January 5 stating that poles had been received and the project would be completed by January 31 - some 35 days beyond original specified completion. For reasons unknown to us, the project was not completed until April 30.

Accordingly, a contract time extension of 30 calendar days is granted for delay due to the strike at the pole manufacturer's plant. The remainder of your request is denied since it is unsupported as a bona fide cause for additional contract time.

Should you wish to submit additional data or to further review this matter, please contact Resident Engineer Cochell.

Sincerely,

CT Keasey

C. T. Keasey
Assistant State Highway Engineer

cc: H. S. Coulter
Ed Hardt
James Cochell
Robert Church

Form 734-3122

9105

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 29, 1981

In Reply Refer to
File No. CON 5 #9105

Hamilton Electric, Inc.
P.O. Box 708
Eugene, OR 97440

Re: Time Extension Request
S.W. Macadam Ave. @
S.W. Hamilton Court
Contract No. 9105

Gentlemen:

Your request for additional contract time in which to complete the above project has been very carefully reviewed. You requested a time extension of either 66 calendar days (indicated on the State form) or 60 calendar days (stated in your attachment) due to delay in delivery of signal poles resulting from a strike at the pole manufacturer's plant. Data submitted indicates a strike related delay of either 29 or 30 calendar days. A similar delay in project completion is indicated in your letter of January 5 stating that poles had been received and the project would be completed by January 31 - some 35 days beyond original specified completion. For reasons unknown to us, the project was not completed until April 30.

Accordingly, a contract time extension of 30 calendar days is granted for delay due to the strike at the pole manufacturer's plant. The remainder of your request is denied since it is unsupported as a bona fide cause for additional contract time.

Should you wish to submit additional data or to further review this matter, please contact Resident Engineer Cochell.

Sincerely,

C. T. Keasey
Assistant State Highway Engineer

OBJ:fr

cc: H. S. Coulter (w/att.)
Ed Hardt "
James Cochell "
Robert Church

RECEIVED
STATE HWY ENGR
JUN 29'81
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

STATE OF OREGON

INTEROFFICE MEMO

TO: BRYANT JACKMOND
Contract Administration Engineer

DATE: June 22, 1981

FROM: MARION CRAFT Marion Craft
Region Construction Engineer

SUBJECT: SW MACADAM AVE.-SW HAMILTON COURT
Contract No. 9105
Time Extension Request

Attached is a time extension request from the contractor, Hamilton Electric, and Jim Cochell's letter of explanation and recommendation.

The contract was set up for 220 calendar days and was finished in 375 calendar days or a 155 calendar day overrun. The contractor is asking for 66 days and Jim Cochell recommends 29 days due to the strike in June, 1980.

The correspondence included by the contractor adequately supports the fact of the strike and its duration. I can find no other reasons for supporting the 66 days claimed by the contractor, but do recommend that 30 days, the time of the strike, including the time until the plant restart on June 30, be returned to contractor.

6-25-81

CTK -
I concur with Region to grant time extension of 30 calendar days due to strike.

RECEIVED
JUN 23 1981
CONSTRUCTION BRANCH

ASHE
CAE
FOE
QCE
SCS
LEO

ON
CA
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MC/gw
Attachment
cc Jim Cochell

FORM E-30 (REV. 10-69)

S

OE RE RME ROE BE
TE RECEIVED RSM
UE 1981 RSC
SO REGION I RBI
TO

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

2131 S.W. Scholls Ferry Road
June 1, 1981

SUBJECT: TIME EXTENSION REQUEST
S.W. MaCadam Ave.-S.W. Hamilton Court
Contract No. 9105

To: Marion Craft
Region Construction Engineer

FROM: J.W. Cochell
Resident Engineer

Attached is a time extension request from Hamilton Electric on the above project. This job consisted of some excavation and a traffic signal installation. Below are some pertinent facts concerning this request:

Contract Awarded	4-08-80
Contract Time Specified	220 days
Calendar Count Begins	4-21-80
Contract Completed	4-30-81
Liquidated Damages	155 days

The strike at the pole suppliers plant is definitely a reason for an extension of time. The strike lasted 29 days and this time should be given the contractor for delays incurred by the strike. However, the additional time requested for delays due to production priorities on the part of supplier cannot be allowed.

It should be noted that on the contractors original time schedule, the completion of the project was to have occurred roughly three weeks after setting of the poles. If the poles shipped on 12-8-80, as scheduled, the project could have been completed by the first week in 1981. This would have resulted in 35 days of liquidated damages, most of which would be covered by the strike. Instead, the project was drawn out an additional four months.

J.W. Cochell

J.W. Cochell Res. Engr.

March 28, 1980

CON 4

The Oregon Bank
319 S.W. Washington Street
Portland, Oregon 97204

Gentlemen:

On March 27, 1980 a satisfactory bid was received from Hamilton Electric Inc., P.O. Box 708, Eugene, Oregon 97440 for traffic signal installation on S.W. Macadam Avenue at S.W. Hamilton Court (Portland) Section. The advance deposit based on the anticipated construction cost of their bid is as follows:

Bid Items	$56,629.50
Signal Controller Testing (Engineering)	$ 920.00
4 1/2% Contingencies	2,589.73
10% Engineering	5,754.95
ESTIMATED TOTAL COST	$65,894.18

Company's Advance Deposit: say $66,100.00.

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than April 18, 1980.

The attached sheet defines the two options for making your advance deposit. Please select the option you desire and submit your advance deposit in accordance with the instructions.

Very truly yours,

D. E. SWAN

D. E. Swan
Operation Programming Engineer

FFM:pf

bcc w/AD # 756: Jon Rose, Region M Federal Aid Engineer
Vern Skoog - Please return completed AD # 756 when check is received.

LeRoy D.

THE CITY OF
PORTLAND
OREGON

DEPT. OF FINANCE
AND ADMINISTRATION
NEIL GOLDSCHMIDT
MAYOR

BUREAU OF TRAFFIC
ENGINEERING
D.E. BERGSTROM
CITY TRAFFIC ENGINEER

420 S.W. MAIN ST.
PORTLAND, OR. 97204
503/248-4295

March 14, 1980

Ken D. Limbocker
Metro Design Engineer
Dept. of Transportation
5821 N.E. Glisan St.
Portland, Oregon 97213

Subject: Your File No. 26-8234
Traffic Signal
Macadam Ave. at Hamilton Ct.
Prefix 26-8234

We have reviewed the preliminary plans for the installation of the traffic signal at S.W. Macadam Ave. at Hamilton Ct. and find them to be satisfactory.

Enclosed are the approved copies as per your request.

Sincerely,

James K. Wilson
James K. Wilson
Sr. Traffic Engineer

L.E. GEORGE

JKW:mc

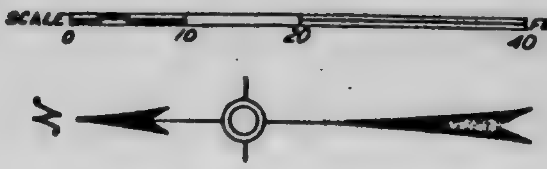
Enclosure

TECHNICAL
SERVICES UNIT
MAR 20 1980

RECEIVED
MAR 21 1980
TRAFFIC ENGINEERING

RAFFIC SIGNAL INSTALLATION S.W. MACADAM AVE. AT S.W. HAMILTON COURT SEC. OSWEGO HIGHWAY PORTLAND MULTNOMAH COUNTY				SHEET NO.
FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
	OREGON	STATE		See Index

SIGNAL PLAN.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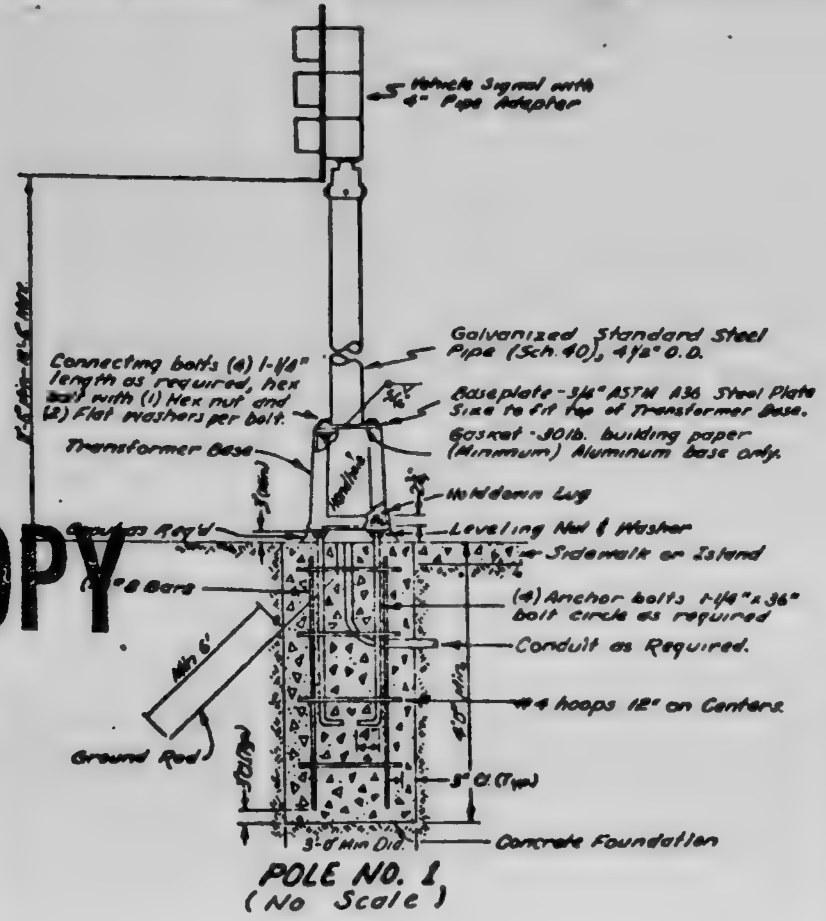

Vehicle Signal with 4" Pipe Adapter
Galvanized Standard Steel Pipe (Sch. 40), 4½" O.D.
Connecting bolts (4) 1-1/4" length as required, hex bolt with (1) Hex nut and (2) Flat washers per bolt.
Baseplate - 3/4" ASTM A36 Steel Plate Size to fit top of Transformer Base.
Gasket - 30lb. building paper (Minimum) Aluminum base only.
Transformer Base
Handhole
Holddown Lug
Leveling Nut & Washer
Sidewalk or Island
Grout as Req'd
#8 Bars
(4) Anchor bolts 1-1/4" x 36" bolt circle as required
Conduit as Required.
#4 hoops 12" on Centers.
Min 6'
Ground Rod
3" Cl. (Typ.)
3'-0" Min Dia.
Concrete Foundation
4'-0" Min.

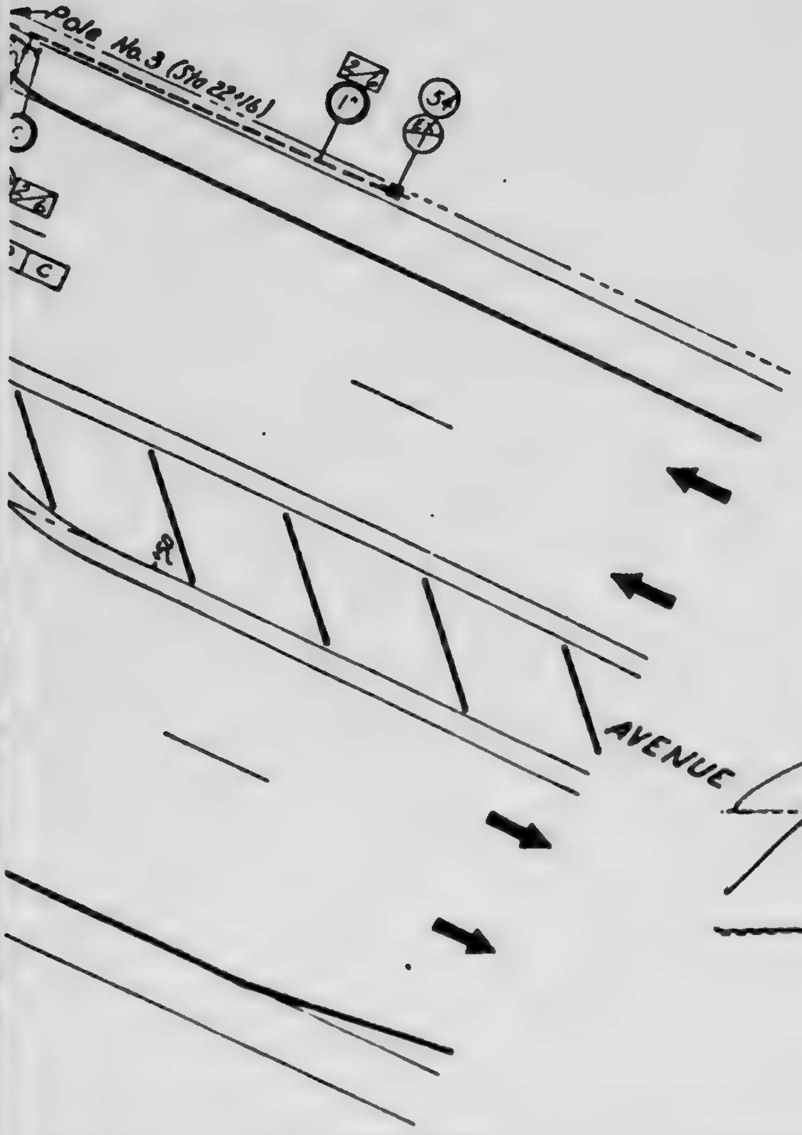
POLE NO. 1
(No Scale)

LEGEND

EX/1	Existing power source
S"	Install (S) inch electrical conduit
N/G	Install (N) No. (G) Type TW wires
N	Install (N) No. 14 Type THWN wires
C	Install one No. 6 Type THWN wire (signal system common)
FN	Install and label fish wire
SA	Install service cabinet with 30 amp SPST breaker
MP	Install mast arm pole
PP/L	Install (L) ft. pedestrian signal pedestal with frangible base
SP/L	Install (L) ft. vehicle signal post
MA/L	Install (L) ft. traffic signal mast arm
NP/Ph	Install phase (ph) Type C modular neon pedestrian signal
OS/2L	Install interior-illuminated "Left Turn Signal" sign
OS/4	Install interior-illuminated left and right arrow sign
OS/5R	Install interior-illuminated right arrow "ONLY" sign
V/Ph	Install phase (ph) vehicle signal
PV/Ph	Install phase (ph) programmed vehicle signal
C	Install multi-phase semi-actuated controller in 332 cabinet at Sta. 21+92
CP	Construct 4-inch thick concrete pad
PB/Ph	*Install phase (Ph) pedestrian pushbutton*
C	Install 2-inch conduit, thread and cap end (Install 18 inches below top of sidewalk)

S = Size shown
N = Number shown
G = AWG size shown
L = Length shown
T = Type shown

Ph. = Phase shown
423 = 12"R, 8"Y, 8"G
456 = 12"R, 12"Y, 12"G
458 = 12"R, 12"Y, 12"GLTA


Pole No. 3 (Sta 22+16)
1"
SA
EX
C
C
AVENUE

CITY APPROVAL
3/13/80
DATE

DESIGNED BY:
CHECKED BY: WY
2/19/80

T.E. Drwg. No. 4747

February 28, 1980

AGR

The Oregon Bank
319 S.W. Washington
Portland, Oregon 97204

Gentlemen:

In accordance with Agreement No. 6208, attached, herewith, a copy of the Preliminary Plans for your review, comment and approval. Also attached is a copy of the estimated cost. This estimate is confidential and for your information only.

The project is scheduled to go to bid on March 27, 1980. To incorporate any comments or changes you might have, the information should be in this office no later than March 9, 1980.

If no comments are received by March 9, 1980, we will assume that the plans and estimate are satisfactory and will proceed toward contract.

Very truly yours,

For D. E. Swan
Operation Programming Engineer

FFH:pf
Attachments

cc: Jon Rose, Metro

	026	8231	921	00			648.27	
	026	8231	922	00			17.98	
			** JOB TOTALS **		**	3,654.99CR**	**	
LK OSWEGO-ENT FASHION CRAFT	CONT NO		FA PROJ NOS					STATE
	026	8234	412	00 Title costs		7.92	7.92	
	026	8234	426	00 Land		658.60	658.60	
	026	8234	594	00 [illegible]	528.70CR	600.00CR	600.00CR	
	026	8234	905	00 Final Design		51.03	51.03	
	026	8234	909	00 Plan Prep		66.80	66.80	
	026	8234	911	00 [illegible]	1,753.58	1,753.58	1,753.58	
	026	8234	921	00 Spec			71.30	

TOTAL TO DATE JOB COST SUMMARY

FEBRUARY 1980

2-80

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
			** JOB TOTALS **		1,224.88 **	1,937.98 **	2,009.28 **	
JUAN JOSE MARES BACKFL & PV	CONT NO		* FA PROJ NOS					STATE
	026	8237	199	00			141.98	
	026	8237	594	00		141.98CR	141.98CR	
			** JOB TOTALS **		**	141.98CR**	**	
FREMONT BR SEC STADM FRWYPORT	CONT NO 8872		* FA PROJ NOS					STATE
	026	8239	201	00			28,072.00	
	026	8239	206	00			4.68	
	026	8239	290	00		5,265.40CR	5,265.40CR	
	026	8239	426	00	4.00CR	1,319.35	1,319.35	
	026	8239	594	00		26,345.01CR	26,345.01CR	
	026	8239	900	00			1,987.65	
	026	8239	906	00			214.56	
	026	8239	920	00			12.17	
			** JOB TOTALS **		4.00CR**	30,291.0[illegible] **	**	
PORTLAND STRIP REVISE CHANIZ	CONT NO		* FA PROJ NOS					STATE
	026	8241	199	00			1,432.34	
	026	8241	594	00		1,432.34CR	1,432.34CR	
			** JOB TOTALS **		**	1,432.34CR**	**	
OR DEPT FISH&WILDLIFE-PAVING	CONT NO		FA PROJ NOS					STATE
	026	8242	101	00		.73	963.32	
	026	8242	594	00		96.33	963.32CR	
	026	8242	900	00	.02			
			** JOB TOTALS **		.02 **	97.06 **	**	

9105

3

ROAD DESIGN SECTION 378-6558

J. B. Boyd
Manager, Right of Way

December 4, 1979

J. H. Versteeg
Road Design Engineer

Files 50705 & 50706
S.W. Macadam Avenue at S.W. Hamilton Court Sec.
Oswego Highway
Multnomah County

Attached are descriptions, an authorization, and prints for subject section, scheduled for January 24, 1979.

ORIGINAL SIGNED BY
W. H. WAKERLIG

By:
W. H. Wakerlig
R/W Descriptions Engineer

WHW:cj
Attachments

9105

September 10, 1979

City of Portland
1220 S.W. Fifth Avenue
Portland, OR 97204

Attention: George Yerkovich
City Auditor

MISC. CONTRACTS and
AGREEMENTS No. 6208

Gentlemen:

Attached for your files are two fully executed copies of an agreement between the State of Oregon, Highway Division, the City of Portland, and The Oregon Bank. This agreement is in regard to the installation of a traffic signal on the Oswego Highway at Hamilton Court in the vicinity of John's Landing.

We have forwarded a fully executed copy to The Oregon Bank and are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

C. W. Head
COMMISSION SERVICES

kkr
Attachments
bc: Don Harwell (agreement attached)

July 9, 1979

The Oregon Bank
319 S.W. Washington
Portland, Oregon 97204

Gentlemen:

Estimated cost of the preliminary engineering phase of the Traffic Signal installation on the Oswego Highway (Macadam Avenue) @ S.W. Hamilton Court is $600.00

Please make your check in the amount of $600.00 payable to the Oregon State Highway Division and sent it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

Dorland E. Swan
Operation Programming Engineer

FFH:fkc

bc: w/AD659 Verne Skoog - Please return completed AD#659 when check is received.

Jon Rose, Region H, Federal Aid Engineer

N P

STATE OF OREGON

Highway - Traffic
DEPT.

378-6537
TELEPHONE

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: June 19, 1979

FROM: L. E. George
Traffic Engineer

SUBJECT: Traffic Signal
Southwest Macadam and Southwest Hamilton Court
Oswego Highway

It is recommended that the proposed signal be installed with the developer's cost limited to $56,700 with the State assuming any cost over that amount. It is further recommended that the agreement be rewritten to reflect this cost responsibility.

L E George
L. E. George
Traffic Engineer

WRZ:ds

cc: E. S. Hunter
R. N. Bothman
E. L. Hardt
M. C. Holmes

APPROVED
H S Coulter
STATE HIGHWAY ENGINEER
DATE: 6/21/79

6/22
cy Bothman
Hunter
Hardt
Holmes, orig to

RECEIVED
STATE HWY ENGR
JUN 20 '79
REFER TO Mehring
FOR

Info	Insp	R/D	D/R	Sign	Act	File
					✓	

STATE OF OREGON
ODOT METRO — DEPT.
238-8226 — TELEPHONE

INTEROFFICE MEMO

TO: H. S. COULTER
State Highway Engineer

DATE: June 6, 1979

FROM: R. N. BOTHMAN
Administrator Robert N. Bothman

NOTED
H. S. COULTER

SUBJECT: Traffic Signal
Southwest Macadam and Southwest Hamilton Court
Oswego Highway

The development of left turn channelization and signalization at the intersection of Southwest Macadam and Southwest Hamilton Court has been a subject of an agreement with John Grey. As part of the John's Landing development under the agreement, the developer paid the cost of the left turn channelization and also committed himself to the cost of signalization at the time the signal was warranted. They desired the signal, but we held off because it was not warranted and would be a detriment to the through traffic.

The signal is now at the point of meeting the warrants and should be installed. If the installation is not done under the agreement with the developer at his cost, it will be accomplished under the Macadam Avenue project with the cost being borne by the public as part of that e(4) project.

The developer has requested the right to reject any bid over $56,700. Jack Sollis has determined that the option to reject bids is not permissible as part of the agreement by an outside party. The Traffic Section has estimated that the $56,700 estimate should be sufficient to cover the cost of the signal and associated work.

It is recommended that you approve state assumption of any cost in excess of $56,700 in order to: 1. expedite the agreement 2. provide for the installations 3. recover the cost from the developer.

If you agree, the agreement will have to be rewritten to reflect the state assumption of costs in excess of $56,700. This will allow the project to immediately go to contract.

RNB:ke

RECEIVED
STATE HWY ENGR
JUN 8 '79
REFER TO
Hunter & L. George
FOR

Info	Inves	R/D	D/R	Sign	Act	File

your recommendation, please
HSC

STATE OF OREGON **INTEROFFICE MEMO**

ODOT - Traffic
DEPT.

378-6537
TELEPHONE

TO: Gerald W. Wimer
Local Government Manager

DATE: December 20, 1978

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Traffic Signal Agreement Draft
Macadam Avenue @ Fashioncraft Access
Oswego Highway, No. 3
City of Portland & Macadam Investors Oreg., Ltd.

After review of the subject draft, it was thought that Paragraph 4 of "Things To Be Done By City" should be revised to current standards, i.e., that communication with the State in regard to changes in timing is needed, but prior written approval is not required. Paragraph 2 should be changed to read "State" instead of City, and be included in "Things To Be Done By State."

Other aspects of the draft appear to reflect the desires of Metro, and contain all necessary provisions.

Please proceed with negotiations.

L E George

L. E. George
Traffic Engineer Supervisor

BET:mac
Attachment

STATE OF OREGON **INTEROFFICE MEMO**

ODOT - Traffic
DEPT.

378-6537
TELEPHONE

TO: G. W. Wimer, Manager
Local Government Section

DATE: December 5, 1978

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Proposed Traffic Signal
Fashioncraft Access
Oswego Highway

We recently received a copy of an order to render service for reviewing the plans and specifications for the installation of a traffic signal at the entrance to Fashioncraft on the Oswego Highway. In investigating this matter, it has been found that there is an agreement which has been sent to Macadam Investors Oreg. LTD for their signature.

The agreement reads such, that the developer would contract the installation of the proposed traffic signal. This agreement should be revised in that, we should not allow other agencies to contract signal installations on State highways, This matter has been discussed with Jack Sollis and he has so indicated.

L E George

L. E. George
Traffic Engineer Supervisor

DKH:cs

cc: Max Klotz

Holmes
Some questions of Klotz.
How far has Fashioncraft proceeded?
Will City still inspect & maintain?

STATE OF OREGON **INTEROFFICE MEMO**

TO: G. W. Wimer
Program Management Section

DATE: July 1, 1977

David A. Willhite
FROM: David A. Willhite
Project Coordinator

SUBJECT: Signal Agreement Between
Macadam Investors Oreg., Ltd.
City of Portland
Department of Transportation

The agreement of April 14, 1976, between the State; Macadam Investors Oreg., Ltd; and the City of Portland for the construction of the left-turn refuge at the Fashioncraft entrance, stipulates that, at a later date, signals will be installed and a new agreement will be prepared. Macadam Investors has requested and received concurrence from the City of Portland that signals can be installed at that location at this time. Please prepare an agreement between MIOL, City of Portland, and ODOT to reflect the following:

MIOL will engage a consultant to design the signals to City of Portland and ODOT specifications, with right of review to both the City and the State. MIOL will then engage a contractor to install the signals as per the plans and specifications, and under the City's inspection. Upon completion of the signals, MIOL will turn ownership of the signals over to the City of Portland. The signals as designed will use controller assemblies and other hardware that is compatible with the other signals proposed for the Macadam corridor and that may be tied in to an interphase system at a later date. The City of Portland will have maintenance of the signals after completion. The City of Portland will pay for the energy.

mb

PROJECT MANAGEMENT
JUL 6 '77
REFERRED
Wimer
[illegible] Tac.

81-125-1387

STATE OF OREGON **INTEROFFICE MEMO**

TO: G. W. Wimer
Program Management Section

DATE: July 1, 1977

FROM: David A. Willhite
David A. Willhite
Project Coordinator

SUBJECT: Signal Agreement Between
Macadam Investors Oreg., Ltd.
City of Portland
Department of Transportation

The agreement of April 14, 1976, between the State; Macadam Investors Oreg., Ltd; and the City of Portland for the construction of the left-turn refuge at the Fashioncraft entrance, stipulates that, at a later date, signals will be installed and a new agreement will be prepared. Macadam Investors has requested and received concurrence from the City of Portland that signals can be installed at that location at this time. Please prepare an agreement between MIOL, City of Portland, and ODOT to reflect the following:

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mb

PROJECT MANAGEMENT
JUL 6 '77
REFER TO
Wimer
[illegible] Tua

81-125-1387

1980 Multnomah Co. Operations 9106
& Maint. Facility, Phase 2
(Precast Bldg. members)

9166-9188

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 5-53	.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 4-30-82	te Oregon
PROJECT REPORT NUMBER		County Multnomah
MODIFICATION NUMBER 2		Project Number I-205-7(75)312

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 1, 19 80, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 6,385,752.00	$ 8,241,163.00
Federal funds	$ 5,888,940.00	$ 7,600,000.00
Other revisions		

This modification is made for the following reasons: to include increase in cost in accordance with FHWA memo of March 22, 1982.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 30th day of April, 19 82.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Program Management Engineer
(Title)

XXBy For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10 75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon April 22, 1982

Federal-Aid Project
No. I-205-7(75)312

Multnomah County Operations and Maintenance Facility
East Portland Freeway
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code Y004
County Shop Replacement (Phase 2)(Contract No. 9106)

Precast Concrete	(81 %)		All Required	$ 2,012,569.74
PA 1 Structure Excavation	1,049.76	Cu. Yd.	16.50	17,321.04
PA 1 Reinforcement in Place	53,061.72	lbs.	0.385	20,428.76
PA 1 Class 4000 Concrete	605.2	Cu. Yd.	141.90	85,877.88
PA 2 Furnish & Erect Areaway Panels	42	Each	1,185.00	49,770.00
PA 3 Price Adjustment for Low Spec Concrete	(81 %)		All Required	(1,440.61)
PA 5 Revise Precast Concrete	(81 %)		All Required	21,834.98
EWO 1 Structure Inspection Service	(81 %)		All Required	1,166.40
			SUBTOTAL	$ 2,207,528.19
			Engineering	142,471.81
			TOTAL	$ 2,350,000.00

Type Code Y004
County Shop Replacement (Phase 3)(Contract No. 9188)
Building

Special Wall Backfill	12,960	Cu. Yd.	12.00	$ 155,520.00
Building Work	(81 %)		All Required	4,422,855.96
Fuel Station	(81 %)		All Required	64,237.05
Finished Areas at Basement	(81 %)		All Required	178,200.00
PA 2 Revise Retaining Wall Footing	(81 %)		All Required	9,505.35
PA 3 Add'nt Reinforcement E. Wall Footing	(81 %)		All Required	2,420.28
PA 6 Protection Board in T-Wall Joints	(81 %)		All Required	810.00
PA 7 Credit for Substantial Lack of Work Benches	(81 %)		Lump Sum	(1,944.00)
PA 8 Complete Roof Drains	(81 %)		Lump Sum	10,387.44
PA 9 Credit Substandard Base Sheet & Flashing	(81 %)		Lump Sum	(895.86)
PA 10 Addn't Rebar in Slab	(81 %)		Lump Sum	249.48
PA 11 Revise Finish Hardware Schedule	(81 %)		Lump Sum	1,309.77
PA 12 Revise Toilet & Bath Access Schedule	(81 %)		Lump Sum	449.55

PA 13 Revise Hoist Pit	(81 %)	Lump Sum	1,616.76
PA 15 Change Roof Drain Pipe	(81 %)	Lump Sum	1,550.34
PA 16 Sandfill N & S Rmaps	8,912.35 Cu. Yd.	8.75	77,983.06
PA 17 Electrical Change Room 107A	(81 %)	Lump Sum	1,396.44
PA 19 Isolation Valves	(81 %)	Lump Sum	1,411.02
PA 21 Add Roof Vent RV-11	(81 %)	Lump Sum	301.32
PA 22 Sand Fill West Ramp	7,028.13 Cu. Yd.	8.75	61,496.14
PA 23 Change Doors & Eliminate Wall	(81 %)	Lump Sum	1,022.22
PA 24 Add Gas Pipe to Soil Lab.	(81 %)	Lump Sum	435.78
PA 25 Add Support Beam @ Stair No. 1	(81 %)	Lump Sum	503.82
PA 26 Electric Service for Coiling Doors	(81 %)	Lump Sum	7,224.39
PA 27 Chain Suspended Lights	(81 %)	Lump Sum	2,360.34
PA 28 Delete Lights	(81 %)	Lump Sum	(285.12)
PA 29 Vent Sump Pumps	(81 %)	Lump Sum	3,046.41
PA 30 Add Doors & Frames	(81 %)	Lump Sum	3,342.06
PA 31 Add Fire Dampers	(81 %)	Lump Sum	107.73
PA 33 Rain Drain Fuel Station	(81 %)	Lump Sum	1,014.12
PA 33 Drinking Fountain	(81 %)	Lump Sum	795.42
PA 33 Delete 2 Lavatories	(81 %)	Lump Sum	(635.85)
PA 34 Changes to Offices	(81 %)	Lump Sum	81.00
PA 35 Provide Electrical Service	(81 %)	Lump Sum	2,305.26
PA 36 Roof Opening for Micro-Wave Antenna	(81 %)	Lump Sum	660.96
PA 37 Delete Concrete & Rebar	(81 %)	Lump Sum	(1,111.32)
PA 38 Revise Exhaust System	(81 %)	Lump Sum	658.53
PA 39 Add Exhaust Filters	(81 %)	Lump Sum	508.68
PA 39 Delete Back Water Valve	(81 %)	Lump Sum	(155.52)
PA 40 Add Waterproofing	(81 %)	Lump Sum	2,450.25
PA 41 Patch Roof & Sump Vents	(81 %)	Lump Sum	134.46
PA 44 Fire Dampers & Sink Rough in	(81 %)	Lump Sum	1,129.95
PA 45 Revise Mechanical Roof Opening	(81 %)	Lump Sum	4,356.99
PA 46 Provide Electrical Connection @ Hoist	(81 %)	Lump Sum	2,221.83
PA 47 Warehouse Lighting	(81 %)	Lump Sum	1,299.24
PA 49 Provide Electrical Connection @ Sump Pump	(81 %)	Lump Sum	9,837.45
PA 50 Precast Stair Mod.	(81 %)	Lump Sum	2,102.76
PA 51 Steel Straps @ Relite	(81 %)	Lump Sum	152.28
PA 52 Wiring Changes	(81 %)	Lump Sum	626.94
PA 53 Hang Additional Lights	(81 %)	Lump Sum	1,799.82
PA 54 Change Wire Size	(81 %)	Lump Sum	1,530.90
PA 55 Revise N. Ramp Slab	(81 %)	Lump Sum	3,851.55

PA 54 Change Wire Size	(81 %)	Lump Sum	1,530.90
PA 55 Revise N. Rmap Slab	(81 %)	Lump Sum	3,851.55
PA 56 Reroute Gas Main	(81 %)	Lump Sum	564.57
PA 58 Mechanical Revisions	(81 %)	Lump Sum	451.98
PA 59 Shower Revisions	(81 %)	Lump Sum	3,304.80
PA 62 Excavate and Haul Berm	429.3 Cu. Yd.	2.53	1,086.13
PA 63 Door & Relite Changes	(81 %)	Lump Sum	224.37
PA 64 Compressor Electrical	(81 %)	Lump Sum	275.40
PA 64 Revise Telephone Board	(81 %)	Lump Sum	140.94
PA 64 Provide Reception Entry Light	(81 %)	Lump Sum	40.10
PA 65 Electric Service to Hot Water Pump	(81 %)	Lump Sum	103.68
PA 67 Electric Service to Dust Collector	(81 %)	Lump Sum	623.70
PA 69 Provide Electric Co-Ray-Vac	(81 %)	Lump Sum	1,559.25
PA 71 Revise Plumbing	(81 %)	Lump Sum	1,611.09
PA 72 Slope Protection	(81 %)	Lump Sum	338.58
EWO 4 Furnish & Place Sand E. Ramp	(81 %)	All Required	5,704.57
EWO 6 Reroute Drain Line, N. Wall	(81 %)	All Required	1,078.12
EWO 7 Move Electric Outlets	(81 %)	All Required	22.86
EWO 8 Additional Block Wall	(81 %)	All Required	51.75
EWO 12 Move Transformer	(81 %)	All Required	253.40
EWO 13 Revise Lighting	(81 %)	All Required	295.09
EWO 15 Cut Inspection Holes	(81 %)	All Required	1,652.71
EWO 16 Drill Foundation Inspection Hole	(81 %)	All Required	8,512.15
EWO 17 Pressure Grout Footing	(81 %)	All Required	23,928.62
EWO 18 Realign Wing Wall	(81 %)	All Required	241.99
EWO 19 Electric & Telephone Revisions	(81 %)	All Required	484.18
EWO 20 Furnish Conduit-Fuel Island	(81 %)	All Required	3,423.04
EWO 21 Excavate & Stockpile Berm	(81 %)	All Required	3,422.00
EWO 22 Apply Sealer to Floors	(81 %)	All Required	3,056.48
EWO 25 Electric Revisions @ Cranes	(81 %)	All Required	2,719.01
EWO 25 Motor Starter	(81 %)	All Required	401.17
EWO 27 Cut Masonary Wall	(81 %)	All Required	987.37
EWO 28 F&I Fireproof Pack	(81 %)	All Required	1,377.39
EWO 29 Provide Electric Service	(81 %)	All Required	261.33
EWO 30 Ground Circuits	(81 %)	All Required	902.83
		SUBTOTAL	$ 5,111,334.08
		Engineering	511,133.92
		SUBTOTAL	$ 5,622,468.00
Lane County share due to Maximum State Share in Building			(1,524,536.00)
		TOTAL	$ 4,097,932.00

Type Code Y004
Site Work (Phase 3)(Contract 9188)

Site Work	(100 %)		All Required	297,000.00
Irrigation	(100 %)		All Required	52,867.50
Seeding Mix	108,319	Sq. Ft.	0.08	8,657.52
Topsoil	199,434	Sq. Ft.	0.23	45,869.82
Excavation	92,858	Cu. Yd.	2.00	185,716.00
Aggregate Base	28,391.75	Ton	8.00	227,134.00
10-inch Fire Sprinkler Line	819.51	Lin. Ft.	18.40	15,078.98
4-inch Domestic Water Line	849.60	Lin. Ft.	12.80	10,704.96
Electrical Site Work	(100 %)		All Required	80,000.00
4-inch Sanitary Sewer	831.76	Lin. Ft.	18.60	15,470.74
10-inch Storm Sewer	859.84	Lin. Ft.	28.40	24,419.46
12-inch Storm Sewer	678.21	Lin. Ft.	21.40	14,513.69
16-inch Storm Sewer	600	Lin. Ft.	35.30	21,180.00
18-inch Storm Sewer	1,100	Lin. Ft.	45.40	49,940.00
27-inch Storm Sewer	1,033.45	Lin. Ft.	83.10	85,879.70
Manholes Under 10 Feet Deep	5	Each	981.00	4,905.00
Manholes 10 to 20 Feet Deep	10	Each	1,740.00	17,400.00
Manholes Over 20 Feet Deep	4	Each	2,513.00	10,052.00
Ditch Inlets	8	Each	575.00	4,600.00
Underground Fuel Storage	(100 %)		All Required	57,000.00
500 KVA Generator (75%)	1	Each	40,000.00	30,000.00
Gas Forge	1	Each	4,100.00	4,100.00
Bridge Crane, 5 Ton	2	Each	21,300.00	42,600.00
Bridge Crane, 10 Ton	1	Each	26,200.00	26,200.00
Work Bench, 6 Foot Steel	2	Each	380.00	760.00
Grit Blast Machine & Reclaimer	1	Each	70,300.00	70,300.00
Screen Room	2	Each	7,900.00	15,800.00
Electric Lab Bench	2	Each	1,360.00	2,720.00
Storage Cabinet	10	Each	1,125.00	11,250.00
PA 4 Add Telephone Vault	(100 %)		Lump Sum	735.00
PA 5 Rev. Specs BI 35&36	(100 %)		Lump Sum	23,038.00
PA 14 Revise Generator Plenum	(75 %)		Lump Sum	1,365.00
PA 18 Engine Black Heaters (Generator)	(75 %)		Lump Sum	822.00
PA 48 Revise 500 KVA to 500 KW	(75 %)		Lump Sum	14,093.25
PA 61 Haul & Place A/C Grindings	2,744.8	Cu. Yd.	7.249	19,897.06
PA 68 Fuel Pump Access Manhole	(100 %)		Lump Sum	2,195.00

EWO 1 Flagging	(57 %)	All Required	13,976.23
EWO 2 Remove MC Platform Scale	(100 %)	All Required	1,159.63
EWO 10 Temporary 2" Water Connection	(100 %)	All Required	2,293.37
EWO 23 Construct Curb-N. Road	(100 %)	All Required	4,063.30
EWO 24 Air Lines & Galv. Caps.	(81 %)	All Required	1,701.00
EWO 25 Revise Generator	(75 %)	All Required	1,240.60
			$ 1,518,698.81
SFO 3 Work by Rockwood Water District		All Required	$ 110,020.31
		SUBTOTAL	$ 1,628,719.12
		Engineering	164,512.88
		TOTAL	$ 1,793,232.00

Length of Project ------------- 0.0 mile

SUMMARY OF FUNDS (92.22%)

Description	Total Cost	Federal Funds	State Funds
Phase 2 (Building)	$2,350,000.00	$2,167,170.00	$182,830.00
Phase 3 (Building)	4,097,932.00	3,779,112.00	318,820.00
Phase 3 (Site)	1,793,232.00	1,653,718.00	139,514.00
	$8,241,163.00	$7,600,000.00	$641,163.00

Phase 2

Contract 9106
Prefix: 626-1058

Phase 3

Contract 9188
Prefix: 626-1063

Nonparticipating Items
County Responsibility
Contract 9106 (Building)

Precast Concrete	(19 %)		All Required	472,084.26
PA 1 Structure Excavation	246.24	Cu. Yd.	16.50	4,062.96
PA 1 Reinforcement in Place	12,446.58	lbs.	0.385	4,791.93
PA 1 Class 4000 Concrete	141.96	Cu. Yd.	141.90	20,144.12
PA 2 Furnish & Erect Areaway Panels	10	Each	1,185.00	11,850.00
PA 3 Price Adj. for Low Spec. Concrete	(19 %)		All Required	(337.92)
PA 4 Revise Retaining Walls	(100 %)		All Required	151,491.43
PA 5 Revise Precast Concrete	(19 %)		All Required	5,121.78
EWO 1 Structure Inspection Services	(19 %)		All Required	273.60
				$ 669,482.16

Contract 9188 (Building)

Special Wall Backfill	3,040	Cu. Yd.	12.00	$ 36,480.00
Building Work	(19 %)		All Required	1,037,460.04
Fuel Station	(19 %)		All Required	15,067.95
Finished Areas at Basement	(19 %)		All Required	41,800.00
PA 2 Revise Retaining Wall Footing	(19 %)		All Required	2,229.65
PA 3 Addn't Reinforcement in E. Wall Footing	(19 %)		All Required	567.72
PA 6 Protection Board in T Wall Joints	(19 %)		All Required	190.00
PA 7 Credit for Substandard Lock & Work Benches	(19 %)		Lump Sum	(456.00)
PA 8 Complete Roof Drains	(19 %)		Lump Sum	2,436.56
PA 9 Credit for Substandard Base Sheet & Flashing	(19 %)		Lump Sum	(210.14)
PA 10 Addn't Rebar in Slab	(19 %)		Lump Sum	58.52
PA 11 Revise Finish Hardware Schedule	(19 %)		Lump Sum	307.23
PA 12 Revise Toilet & Bath Access Schedule	(19 %)		Lump Sum	105.45
PA 13 Revise Hoist Pit	(19 %)		Lump Sum	379.24
PA 15 Change Roof Drain Pipe	(19 %)		Lump Sum	363.66
PA 16 Sandfill N. & S. Ramps	2,090.55	Cu. Yd.	8.75	18,292.31
PA 17 Electrical Change Room 107A	(19 %)		Lump Sum	327.56
PA 19 Isolation Valves	(19 %)		Lump Sum	330.98
PA 21 Add Roof Vent RV-11	(19 %)		Lump Sum	70.68
PA 22 Sandfill West Ramp	1,648.57	Cu. Yd.	8.75	14,424.99

PA 23 Change Doors & Eliminate Wall	(19 %)	Lump Sum		239.78
PA 24 Add Gas Pipe to Soils Lab.	(19 %)	Lump Sum		102.22
PA 25 Add Support Beam @ Stair No. 1	(19 %)	Lump Sum		118.18
PA 26 Electric Service for Coiling Doors	(19 %)	Lump Sum		1,694.61
PA 27 Chain Suspended Lights	(19 %)	Lump Sum		553.66
PA 28 Delete Lights	(19 %)	Lump Sum		(66.88)
PA 29 Vent Sump Pumps	(19 %)	Lump Sum		714.59
PA 30 Add Doors & Frames	(19 %)	Lump Sum		783.94
PA 31 Add Fire Dampers	(19 %)	Lump Sum		25.27
PA 33 Rain Drain Fuel Station	(19 %)	Lump Sum		237.88
PA 33 Drinking Fountain	(19 %)	Lump Sum		186.58
PA 33 Delete 2 Lavatories	(19 %)	Lump Sum		(149.15)
PA 34 Changes to Offices	(19 %)	Lump Sum		19.00
PA 35 Provide Electrical Service	(19 %)	Lump Sum		540.74
PA 36 Roof Opening for Micro-Wave Antenna	(19 %)	Lump Sum		155.04
PA 37 Delete Concrete & Rebar	(19 %)	Lump Sum		(260.68)
PA 38 Revise Exhaust System	(19 %)	Lump Sum		154.47
PA 39 Add Exhaust Filters	(19 %)	Lump Sum		119.32
PA 39 Delete Back Water Valve	(19 %)	Lump Sum		(36.48)
PA 40 Add Waterproofing	(19 %)	Lump Sum		574.75
PA 41 Patch Roof & Sump Vents	(19 %)	Lump Sum		31.54
PA 44 Fire Dampers & Sink Roughen	(19 %)	Lump Sum		265.05
PA 45 Revise Mechanical Roof Opening	(19 %)	Lump Sum		1,022.01
PA 46 Provide Electrical Connection @ Hoist	(19 %)	Lump Sum		521.17
PA 47 Warehouse Lighting	(19 %)	Lump Sum		304.76
PA 49 Provide Electrical Connection @ Sump Pump	(19 %)	Lump Sum		2,307.55
PA 50 Precast Stair Mod.	(19 %)	Lump Sum		493.24
PA 51 Steel Straps @ Relite	(19 %)	Lump Sum		35.72
PA 52 Wiring Changes	(19 %)	Lump Sum		147.06
PA 53 Hang Additional Lights	(19 %)	Lump Sum		422.18
PA 54 Change Wire Size	(19 %)	Lump Sum		359.10
PA 55 Revise N. Ramp Slab	(19 %)	Lump Sum		903.45
PA 56 Reroute Gas Main	(19 %)	Lump Sum		132.43
PA 58 Mechanical Revisions	(19 %)	Lump Sum		106.02
PA 59 Shower Revisions	(19 %)	Lump Sum		775.20
PA 62 Excavate and Haul Berm	100.7	Cu. Yd.	2.53	254.77
PA 63 Door & Relite Changes	(19 %)	Lump Sum		52.63
PA 64 Compressor Electrical	(19 %)	Lump Sum		64.60
PA 64 Revise Telephone Board	(19 %)	Lump Sum		33.06

PA 64 Provide Reception Entry Light	(19 %)	Lump Sum	9.41
PA 65 Electric Service to Hot Water Pump	(19 %)	Lump Sum	24.32
PA 67 Electric Service to Dust Collector	(19 %)	Lump Sum	146.30
PA 69 Provide Electric Co-Ray-Vac	(19 %)	Lump Sum	365.75
PA 71 Revise Plumbing	(19 %)	Lump Sum	377.91
PA 72 Slope Protection	(19 %)	Lump Sum	79.42
EWO 4 Furnish & Place Sand E. Ramp	(19 %)	All Required	1,338.11
EWO 6 Reroute Drain Lines N. Wall	(19 %)	All Required	252.89
EWO 7 Move Electric Outlets	(19 %)	All Required	97.48
EWO 8 Additional Block Wall	(19 %)	All Required	12.14
EWO 12 Move Transformer	(19 %)	All Required	59.44
EWO 13 Revise Lighting	(19 %)	All Required	69.22
EWO 15 Cut Inspection Holes	(19 %)	All Required	387.67
EWO 16 Drill Foundation Inspection Hole	(19 %)	All Required	1,996.68
EWO 17 Pressure Grout Footing	(19 %)	All Required	5,612.89
EWO 18 Realign Wing Wall	(19 %)	All Required	56.76
EWO 19 Electric & Telephone Revisions	(19 %)	All Required	484.18
EWO 20 Furnish Conduit-Fuel Island	(19 %)	All Required	802.93
EWO 21 Excavate & Stockpile Berm	(19 %)	All Required	802.69
EWO 22 Apply Sealer to Floors	(19 %)	All Required	716.95
EWO 25 Electric Revisions @ Crane	(19 %)	All Required	637.79
EWO 25 Motor Starter	(19 %)	All Required	94.10
EWO 27 Cut Masonary Wall	(19 %)	All Required	231.60
EWO 28 F&I Fireproof Pack	(19 %)	All Required	323.08
EWO 29 Provide Electric Service	(19 %)	All Required	61.30
EWO 30 Ground Circuits	(19 %)	All Required	211.78
			$1,199,420.57

Contract 9106 (Site & Building Work Group 9)

P.A. 4 Revise Retaining Walls	Lump Sum	$ 151,491.43
		$ 151,491.43

Contract 9188 (Site & Building Work Group 9)

Excavation	69,729	Cu. Yd.	2.00	139,458.00
Pit Run Material	21,000	Cu. Yd.	3.00	63,000.00
Fabric Filter	65,500	Sq. Yd.	0.75	49,125.00
Furnish Pile Driving Equipment	(100 %)		All Required	15,900.00
Furnish Piling	960	Lin. Ft.	22.45	21,552.00
Drive Piles	648	Lin. Ft.	1.00	648.00
500 KVA Generator (25%)	1	Each	40,000.00	10,000.00
Engine Diagnostic Complete	1	Each	20,100.00	20,100.00
Chassis Dynamometer	1	Each	41,000.00	41,000.00
Dynomometer Room	(100 %)		All Required	78,000.00
Solar Heat System	(100 %)		All Required	567,000.00
Fleet Wash	(100 %)		All Required	104,000.00
PA 14 Revise Generator Plenum	(25 %)		Lump Sum	455.00
PA 18 Engine Block Heaters, Generator	(25 %)		Lump Sum	274.00
PA 31 Revise Solar Tank Venting	(100 %)		Lump Sum	(262.00)
PA 33 Roof Drain for Fleet Wash			Lump Sum	1,362.00
PA 42 Solar Tank Couplings	(100 %)		Lump Sum	440.00
PA 43 Dyno Pit Drain	(100 %)		Lump Sum	906.00
PA 48 Rev. 500 KVA to 500 KW	(25 %)		Lump Sum	4,697.75
PA 57 Heat Exchanger Bypass Tees	(100 %)		Lump Sum	1,659.00
PA 66 Hydro Seed E. Stockpile	44,400	Sq. Ft.	0.03	1,332.00
PA 70 Dynamometer Revisions	(100 %)		Lump Sum	2,389.00
EWO 1 Flagging	(43 %)		All Required	10,543.48
EWO 3 Dewatering	(100 %)		All Required	1,532.26
EWO 5 Slab Revision Solar Pit	(100 %)		All Required	382.71
EWO 14 Perf. Access Road	(100 %)		All Required	9,183.34
EWO 25 Rewire Generator	(25 %)		All Required	412.72
				$1,145,090.26
			TOTAL	$3,165,484.42

9188 /9

TO BE COMPLETED BY FHWA	S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	ate Oregon
MONTHLY TRANSACTION NUMBER 11-68		County Multnomah
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Project Number I-205-7(75)312
MODIFICATION NUMBER	11 12 80	

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 1, 19 80, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,816,902.00	$ 6,385,752.00
Federal funds	$ 1,675,547.00	$ 5,888,940.00
Other revisions		

This modification is made for the following reasons: To add Phase 3.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 12th day of November, 19 80.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

XXX For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G.L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon October 30, 1980

Federal Aid Project
No. I-205-7(75)312

Multnomah Co. Oper. and Maint. Facility
East Portland Freeway
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code Y004
County Shop Replacement (Phase 2) (Contract No. 9106)

Precast Concrete	All Required	$2,484,654.00
	SUBTOTAL	$2,484,654.00
	Engineering	310,581.00
		$2,795,235.00

Type Code Y004
County Shop Replacement (Phase 3)

Site Work			All Required	$ 396,000.00
Irrigation			All Required	55,650.00
Seeding Mix	130,000	Sq. Ft.	0.08	10,400.00
Topsoil	240,000	Sq. Ft.	0.23	55,200.00
Excavation	99,000	Cu. Yd.	2.00	198,000.00
Aggregate Base	40,000	Ton	8.00	320,000.00
Special Wall Backfill	16,000	Cu. Yd.	12.00	192,000.00
10-inch Fire Sprinkler Line	830	Lin. Ft.	18.40	15,272.00
4-inch Domestic Water Line	830	Lin. Ft.	12.60	10,458.00
Fire Hydrant	1	Each	2,087.00	2,087.00
Electrical Site Work			All Required	80,000.00
4-inch Sanitary Sewer	830	Lin. Ft.	18.60	15,438.00
10-inch Storm Sewer	570	Lin. Ft.	28.40	16,188.00
12-inch Storm Sewer	550	Lin. Ft.	21.40	11,770.00
16-inch Storm Sewer	600	Lin. Ft.	35.30	21,180.00
18-inch Storm Sewer	1,100	Lin. Ft.	45.40	49,940.00
27-inch Storm Sewer	1,000	Lin. Ft.	83.10	83,100.00
Manholes Under 10 Ft.Deep	3	Each	981.00	2,943.00
Manholes 10 to 20 Ft.Deep	4	Each	1,740.00	6,960.00
Manholes over 20 Ft. Deep	6	Each	2,513.00	15,078.00

Ditch Inlets	7 Each	575.00	4,025.00
Underground Fuel Storage		All Required	57,000.00
Building Work	80 %	All Required	4,368,252.80
Fuel Station		All Required	79,305.00
Equipment			
Gas Forge (Item 104)	1 Each	4,100.00	4,100.00
Bridge Crane, 5 Ton (Items 114 & 218)	2 Each	21,300.00	42,600.00
Bridge Crane, 10 Ton (Item 504)	1 Each	26,200.00	26,200.00
Work Bench, 6 foot Steel (Items 1011 & 1201)	2 Each	380.00	760.00
Grit Blast Machine & Reclaimer (Item 313)	1 Each	70,300.00	70,300.00
Screen Room (Item 1006)	2 Each	7,900.00	15,800.00
Electric Lab Bench (Item 1007)	2 Each	1,360.00	2,720.00
Storage Cabinet	10 Each	1,125.00	11,250.00
			$6,239,976.80
Anticipated Items			
On the Job Trainees (10 at $800)		All Required	$ 8,000.00
		SUBTOTAL	$6,247,976.80
		Engineering	781,023.20
		TOTAL	$7,029,000.00

Length of Project --------------0.0 mi.

Total Cost (Phase 2)	$2,795,235.00
(Interim Participating Amount 65%)	$1,816,902.00
Total Cost (Phase 3)	$7,029,000.00
(Interim Participating Amount 65%)	$4,568,850.00

Retain in Program
(not included in amounts)

Water Line (Rockwood)	All Required	$ 52,000.00
Northwest Natural Gas	All Required	12,800.00
190th Ave. Improvement	All Required	30,000.00
500 KVA Generator	All Required *	40,000.00

*
Note: 500 KVA Generator in lew of 350 KVA Generator if and when County justifies the stand-by power.

SUMMARY OF FUNDS (92.22%)

Description	Total Cost	Federal Funds	State Funds
(Phase 2)	$1,816,902.00	$1,675,547.00	$141,355.00
(Phase 3)	4,568,850.00	4,213,393.00	355,457.00
TOTAL	$6,385,752.00	$5,888,940.00	$496,812.00

Phase 2

Group 1 65% Group 9 35%
Contract No. 9106
Prefix: 626-2536E P.E.
Prefix: 626-1058

Phase 3

Group 1 65%; Group 2-35%; Group 9-00%
Contract No. 9188
Prefix: 626-2565 P.E.
Prefix: 626-1063

Non Participating Items
County Responsibility

Excavation	111,000	Cu. Yd.	2.00	$ 222,000.00
Pit Run Material	21,000	Cu. Yd.	3.00	63,000.00
Fabric Filter	65,500	Sq. Ft.	0.75	49,125.00
Building Work	20	%	All Required	1,092,063.20
Furnish Pile Driving Equipment			All Required	15,900.00
Furnish Piling	960	Lin. Ft.	22.45	21,552.00
Drive Piles	648	Lin. Ft.	1.00	648.00
Drill Press (Item 108&207)	2	Each	0.00	0.00
General Utility Hammer (Item 109)	1	Each	0.00	0.00
Slip Roll Farming Machine (Item 111)	1	Each	0.00	0.00
Welding Fabrication Table (Item 125)	1	Each	0.00	0.00
Lathe, 24 inches (Item 202)	1	Each	0.00	0.00
Milling Machine (Item 204)	1	Each	0.00	0.00
Hydraulic Press 150 Ton (Item 205)	1	Each	0.00	0.00
Valve Seat Grinder (Item 212)	1	Each	0.00	0.00
Power Pipe Threader(Item 217)	1	Each	0.00	0.00
Automatic Frame Straightening Machine (Item 305)	1	Each	0.00	0.00
Metal Break (Item 317)	1	Each	0.00	0.00
Metal Shear (Item 318)	1	Each	0.00	0.00
Tire Changer with Lift (Item 402)	1	Each	0.00	0.00
Tire Spreader (Item 403)	1	Each	0.00	0.00
Tire Inflator (Item 405)	1	Each	0.00	0.00
Battery Charger (Item 513)	1	Each	0.00	0.00
Hydraulic Oil Cleaner (Item 520)	1	Each	0.00	0.00
Engine Diagnostic Computer with High Speed Printer (Item 521)	1	Each	20,100.00	20,100.00
Chassis Dynomometer (Item 522)	1	Each	41,000.00	41,000.00
Drill Press (Items 1203 & 1304)	2	Each	0.00	0.00
Power Pipe Bender (Item 1204)	1	Each	0.00	0.00
EMT Conduit Bender(Item 1205)	1	Each	0.00	0.00
Disk Sander (Item 1306)	1	Each	0.00	0.00
Band Saw (Item 1307)	1	Each	0.00	0.00
Paint Mixer (Item 1310)	1	Each	0.00	0.00
Thickness Planer (Item 1315)	1	Each	0.00	0.00
Squeeze Roll Applicator with Conveyor Table (Item 1412)	1	Each	0.00	
				$1,525,388.20

Alternates

Alternate A Finished Areas of Basement	All Required	$220,000.00
Alternate B Dynomometer Room	All Required	78,000.00
Alternate D Solar Heat System	All Required	567,000.00
Alternate E Fleet Wash	All Required	104,000.00
Alternate F Fuel Storage	All Required	0.00
		$969,000.00

9106

OMB No. 04-R2089 L

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 5·25	J. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** [illegible]	State Oregon County Multnomah Project No. I-205-7(75)312

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Mult. Co. Oper. and Maint. Facility

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	3-5-80	0.0
OTHER *(Specify)*		

FUNDS PRO RATA 92.22%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,816,902.00	$ 1,675,547.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

XX For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G.L. Green

Date executed by Division Administrator

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

G - File

Oregon State Highway Division
Salem, Oregon April 28, 1980

Federal Aid Project
No. I-205-7(75)312

Multnomah Co. Oper. and Maint. Facility
East Portland Freeway
Multnomah County

PROJECT AGREEMENT ESTIMATE

Type Code Y004

County Shop Replacement (Phase 2)

Precast Concrete	All Required	$2,484,654.00
	SUBTOTAL	$2,484,654.00
	Engineering	310,581.00
		$2,795,235.00

Length of Project - - - - - - - 0.00 mi.

Retained in Program

(not included in amounts below) Completion of facility	All Required	$5,562,500.00

Total Cost (Phase 2)	$2,795,235.00
(Interim Participating Amount 65%)	1,816,902.00
Federal Funds (92.22%)	1,675,547.00
State Funds	141,355.00
TOTAL	$1,816,902.00

Group 1 65%; Group 9 35%
Contract No. 9106
Prefix 626-2536
Prefix 626-1058

US Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject Oregon Projects I-205-7(75)312 & I-205-7(8)311
Functional Replacement - Multnomah County
Operations and Maintenance Facility

Date March 22, 1982

From Division Administrator

Reply to Attn of HFO.6-OR

To Mr. H. S. Coulter, State Highway Engineer, ODOT

Based on a detailed review of the construction activity and a review of past decisions extracted from our files, we are now in a position to consider a revised project agreement estimate and request for additional funds. There are several items that require additional clarification before final determinations can be made on the extent of Federal participation.

Phase I was authorized under Federal-aid Project I-205-7(8)311. Our records shows that $453,150 (Federal Funds - $418,030) is currently covered by project agreement. Based on the current summary of charges, there seems to be no need for added authorization. There are, however, items that warrant further discussion:

A. There is a dispute between State and FHWA on the unit price of Bid Item 5 ($2.25 vs. $1.10) that involves approximately $100,000; however, it appears that the total cost of the building (your column 1P) exceeds the agreed-upon maximum figure to the extent that this becomes a moot issue except for the minor impact of site costs due to the interrelationship with Items 1 through 4.

B. FHWA project decisions state that we will not participate in added costs due to constructing the building below ground level or due to foundation related costs resulting from the site selection (landfill). Based on this concept, we believe additional clarification is in order regarding the assignment of costs on Bid Items 5, 6, 11 and 13; Price Agreements 3, 4 and 6; and State Force Order No. 1.

MAR 24 '82
REFER TO

Phase II and III were both authorized under Federal-aid Project I-205-7(75)312. Our records show that $5,888,940 is currently covered by project agreement. We have no dispute with Phase II and will require no further clarification. We understand that final cost assignments will be modified after final costs for Phase III are determined.

With the understanding that Phase III final quantities and contract changes are not yet complete, we are in general agreement with your summary of cost assignments except as noted below. Minor adjustments in your tabulations will be made as verbally agreed in past meetings and need not be further identified here. Phase III items requiring further discussion and clarification are identified as follows:

A. Bid Item 5 covers excavation from different sources and for different purposes. The berms around the building are considered part of the building. Approximately 70,000 c.y. was identified for berms. Since Federal participation is based on a ground level building on original ground, we feel that this amount of excavation is attributable to the building. Other excavation in ramp areas, etc. attributable to the below-ground building should also be identified.

B. Bid Item 6 covers Aggregate Base. A substitution of crushed asphalt (P.A. No. 61) was made with the understanding that Federal funding would not exceed that of the 18" crushed aggregate. A rough computation of quantities shows that the final quantity used under Item 6 seems close to the full 18" depth based on 5.5 acres of parking and roads. The original quantity may have been overestimated. The question of cost, then, occurs in considering P.A. No. 61 and any interrelation with Phase I work performed in roadways or payments for County-furnished materials.

C. Extra Work Order No. 14 has been identified as non-participating but could be involved in discussions regarding storm drain modifications when final quantities are computed.

D. Due to the design of the storm drain system because of below grade building construction, an analysis should be made to determine what portion is attributable to the building.

There are several items charged against the building (your column 1P) that are considered ineligible for Federal participation; however, since eligible items significantly exceed our maximum amount, there is no need to identify those items. In the unlikely event that final pro-rata figures were to significantly lower that total, we would need to review those items in detail.

Based on our review, we can now support an increase in authorization of approximately $1.7 million bringing the Phase II and III, Project I-205-7(75)312, authorization to $7,600,000, bringing the total for all phases to a level just over $8 million. Your request for increased authorization should make reference to this memorandum and have a copy of the latest tabulation sheets (prepared by Mr. R. J. Kleinschmit) attached as support data.

G.K. H

for Dale E. Wilken

cc:
OSHD (J B Boyd, R/W)
OSHD (R J Kleinschmit, R/W)

L.

3

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Donald M. Drake Co. No. 9046	Columbia Slough Structures Multnomah County	Feb. 17, 1982
Morse Bros.Prestress,Inc. No. 9106	Multnomah Co. Maintenance & Operations Fac., Phase 2 Multnomah County	Feb. 19, 1982
J. C. Compton Co. No. 9213	Cannon Beach Jct.-Necanicum Jct. Clatsop County	Feb. 19, 1982
E. Carl Schiewe, Inc. No. 9219	Columbia River-Lake Road Multnomah County	Feb. 22, 1982
J. C. Compton Co. No. 9249	Hayesville Intchge-Battle Cr. Marion County	Feb. 22, 1982
Wildish Const. Co. No. 8975	Willamette River-Goshen Lane County	Feb. 24, 1982
Hamilton Elect., Inc. No. 9142	NW Nye St.-Ore. Coast Hwy. (Newport) & Corvallis/Newport Hwy. & John Moore Rd. Lincoln County	Feb. 24, 1982
Delph Const. Co. No. 9273	Trout Creek Culverts Hood River County	Feb. 25, 1982
R. L. Coats No. 9351	SCL Madras-Madras/Prineville Hwy. Jct. Jefferson County	March 2, 1982
R. L. Coats No. 9315	Swalley Canal-McKenzie/Bend Intchge. Deschutes County	March 2, 1982

Contractor and Contract No.	Section and County	Acceptance Date
Roy L. Houck Const. Co. No. 9233	Cascade Hwy. S. @ Warner/ Milne Rd. (Oregon City) Clackamas County	March 3, 1982
Lundeen Coatings Corp, No. 9335	Willamette River (Jasper) Br. Lane County	March 3, 1982

March 4, 1982 O. B. Jackmund

For C. T. Keasey, P.E., P.L.S.
Asst. State Highway Engineer

9106

L.

March 2, 1982

Safeco Insurance Company of America
4101 S.W. Kruse Way
Lake Oswego, OR 97034

CON 5
#9106

Gentlemen or Ladies:

On February 19, 1982, we wrote to you concerning release of final payment on Contract No. 9106 awarded to Morse Bros. Prestress, Inc. for precast building members on the Multnomah County Operations and Maintenance Facility, Phase 2.

Final payment on this contract is $20,000 and the total contract amount is $2,877,010.35 including $1,440 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc
cc: Morse Bros. Prestress, Inc.
P. O. Box 7
Lebanon, OR 97355

bc: C. T. Keasey
Walt Hart
E. L. Hardt

STATE OF OREGON
1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.

December 30, 1981

Morse Bros, Prestress, Inc.
P.O. Box 68
Clackamas, OR 97015

RE: Claim for Labor Cost Adjustment
Price Agreement No. 4
MCOMF, Phase 2
Contract No. 9106

ATTN: Richard R. Imper
Vice President

Dear Mr. Imper:

This is to provide a formal response to our meeting of December 11, 1981, with you concerning the above referenced claim. Our conclusion is that Price Agreement No. 4 appears to clearly set forth the method and total extent of payment for the work performed and that any adjustment in price, either for or against the State or, for or against the contractor, was not contemplated and cannot be justified. The basis of payment stated on the face of the Price Agreement is "Lump Sum...$151,491.43" and is followed by the statement "This Price Agreement is full and complete payment for revisions in ramp walls". It is clear that neither the State nor the contractor reserved the right to review and adjust any part of the cost of this work on a labor, equipment, materials basis or any other basis.

Your claim for increased labor costs of $3,060.92 for this work is therefore denied.

RECEIVED
STATE HWY ENGR
JAN 4 '82
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Sincerely,

C. T. Keasey, P.E., P.L.S.
Assistant State Highway Engineer

by O. B. Jackmond
O. Bryant Jackmond, P.E., P.L.S.
Construction Administration Engineer

CTK:OBJ:cb

bc. H. S. Coulter ✓
E. L. Hardt
R. Shotwell

Form 734-3123

#7106

2.

U.S. Department
of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project I-205-7(75)312
Multnomah County Operations and Maintenance Facility, East Portland Fwy.

Date: December 17, 1981

From: Division Administrator

Reply to Attn of: HFO.6-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

The Revised Project Agreement dated December 15, 1981 is hereby returned unsigned. Since the project is now essentially complete it would be appropriate to assemble a complete tabulation of costs, including all change orders, and their classification with regard to Federal participation. A number of the contract change orders in your partial tabulation supporting this Revised Estimate have been identified as Non-Participating.

The next revision to the Project Agreement Estimate will be the final one and will reflect the precise amount of Federal funding. We will be available to assist you in establishing those figures if you wish.

Robert B. Hathaway
for Dale E. Wilken

Attachment

cc:
OSHD (D H Moehring, Proj Mgmt)
OSHD (J B Boyd, R/W)

RECEIVED
STATE HWY ENGR
DEC 18 '81
REFER TO
FOR
Info | Inves | R/D | D.R. | Sign | Act | File

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER

PROJECT REPORT NUMBER

MODIFICATION NUMBER
2

S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

te
Oregon

County
Multnomah

Project Number
I-205-7(75)312

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 1, 1980, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$6,385,752.00	$7,857,563.00
Federal funds	$5,888,940.00	$7,246,243.00
Other revisions		

This modification is made for the following reasons: to include additional approved items.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 15th day of December, 1981.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

XXBy For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10 75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon December 9, 1981

Federal Aid Project
No. I-205-7(75)312

Multnomah Co. Operations and Maintenance Facility
East Portland Freeway
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code Y004
County Shop Replacement (Phase 2)(Contract 9106)

Subtotal on previous estimate of October 30, 1980 $2,484,654.00

Additional Items

P.A. #1 Structural Excavation	1,296 Cu. Yd.	16.50	$ 21,384.00
P.A. #1 Reinforcement in Place	65,508 lbs.	0.385	25,220.58
P.A. #1 Class 4000 Concrete	747 Cu. Yd.	141.90	105,999.30
P.A. #2 Areaway Panels	52 Each	1,185.00	61,620.00
P.A. #3 Price Reduction Non Spec. Concrete		Lump Sum	(1,778.53)
P.A. #5 Revised Precast Concrete		Lump Sum	26,956.76
		SUBTOTAL	$2,724,056.11
		Engineering	326,886.89
		TOTAL	$3,050,943.00

Type Code Y004
County Shop Replacement (Phase 3)(Cont. 9188)

Subtotal on previous estimate of October 30, 1980 $6,247,976.80

Previous Estimate

Building Work	(80%)	All Required	$4,368,252.80

Revised Estimate

Building Work	(100%)	All Required	$5,460,316.00
Rockwood Water District (Water Line)		All Required	108,370.61
Rockwood Water District (Additional Piping)		All Required	1,649.70
Finished Areas at Basement		All Required	220,000.00
P.A. 2 Revise Retaining Wall Footing		Lump Sum	11,735.00
P.A. 3 Add Rebar East Retaining Wall Footing		Lump Sum	2,988.00
P.A. 5 Extra for Specification Revision Items 35 & 36		Lump Sum	23,038.00
P.A. 8 Complete Roof Drains		Lump Sum	12,824.00
P.A. 16 Sand Fill N&S Ramp	11,000 Cu. Yd.	8.75	96,250.00
P.A. 22 Sand Fill West Ramp	8,676 Cu. Yd.	8.75	75,915.00
P.A. 26 Electric Service for Coiling Doors		Lump Sum	8,919.00
P.A. 27 Chain Suspended Lights		Lump Sum	2,914.00
P.A. 29 Vent Sump Pumps		Lump Sum	3,761.00
P.A. 30 Additional Doors & Frames		Lump Sum	4,126.00
P.A. 33 Rain Drain, Fountain & Lavatory		Lump Sum	2,811.00
P.A. 35 Electrical Service		Lump Sum	2,846.00
P.A. 40 Additional Waterproofing		Lump Sum	3,025.00
P.A. 45 Revisions to Mechanical Roof Openings		Lump Sum	5,379.00
P.A. 46 Hoist Electrical		Lump Sum	2,743.00
P.A. 49 Storm Sump Pump		Lump Sum	12,145.00
P.A. 55 Revise North Ramp Slab		Lump Sum	4,755.00
P.A. 59 Shower Revisions		Lump Sum	4,080.00
P.A. 61 Haul & Place A/C	2,744 Cu. Yd.	7.249	19,891.25
EWO 1 Flagging		All Required	24,519.00
EWO 2 Remove MC Platform Scale		All Required	2,000.00
EWO 3 Dewatering		All Required	7,650.00
EWO 4 Furnish & Place Sand for Retaining Wall Footing		All Required	7,042.00

EWO 6 Storm Line Drains by Gravity	All Required	6,000.00
EWO 16 Drill Holes	All Required	10,508.00
EWO 25 Electrical Revisions	All Required	5,513.00
		$6,153,713.56
	Increase	1,785,460.76
	SUBTOTAL	$8,033,437.56
	Engineering	1,004,179.44
	TOTAL	$9,037,617.00

Length of Project ---------------- 0.0 mile

Total Cost (Phase 2) -------------------------------------$3,050,943.00
(Interim Participating Amount 65%) -------------------------$1,983,112.00

Total Cost (Phase 3) -------------------------------------$9,037,617.00
(Interim Participating Amount 65%) -------------------------$5,874,451.00

SUMMARY OF FUNDS (92.22%)

Description	Total Cost	Federal Funds	State Funds
(Phase 2)	$1,983,112.00	$1,828,825.00	$154,287.00
(Phase 3)	5,874,451.00	5,417,418.00	457,033.00
TOTAL	$7,857,563.00	$7,246,243.00	$611,320.00

Phase 2

Group 1-65%; Group 2-35%; Group 9-0%
Prefix: 626-1058
Contract: 9106

Phase 3

Group 1-65%; Group 2-35%; Group 9-0%
Prefix: 626-1063
Contract: 9188

Non Participating Items
County Responsibility

Excavation	111,000 Cu. Yd.	2.00	$ 222,000.00
Pit Run Material	21,000 Cu. Yd.	3.00	63,000.00
Fabric Filter	65,500 Sq. Ft.	0.75	49,125.00
Furnish Pile Driving Equipment		All Required	15,900.00
Furnish Piling	960 Lin. Ft.	22.45	21,552.00
Drive Piles	648 Lin. Ft.	1.00	648.00
Engine Diagnostic Computer with Speed Printer (Item 521)	1 Each	20,100.00	20,100.00
Chassis Dynomometer (Item 522)	1 Each	41,000.00	41,000.00
			433,325.00

Alternates

Alternate B Dynomometer Room	All Required	78,000.00
Alternate D Solar Heat System	All Required	567,000.00
Alternate E Fleet Wash	All Required	104,000.00
Alternate F Fuel Storage	All Required	0.00
		$ 749,000.00

ROW 12

L

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

October 26, 1981

Morse Bros. Prestress Inc.
Portland Division
16795 S.E. 130th
Clackamas, Oregon 97015

RE: File 46993-A
Multnomah County
Disposal of Building
Materials

Gentlemen:

Attached for your signature, is an agreement to allow you to salvage the prestressed beams from the Rocky Butte/Multnomah County Heavy Equipment Garage.

Please submit four (4) signed copies to us. We will return a complete copy to you after approval.

If preferable to you, the agreement may be transferred to your own letterhead. Please feel free to call me at your earliest convenience if you have any questions.

Very truly yours,

J B Boyd

J. B. Boyd
Right of Way Manager

RK:jr
Attach.

cc: E. S. Hunter
J. H. Versteeg
Jack Sollis
Ed Hardt w/att.
Arvey Nelson w/att.

RECEIVED
TECHNICAL SERVICES
OCT 28 '81
REFER TO
FOR
Info Inves R/D D.P. Sign Act File

Form 734-3122

5)

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION MCOMF, Phase 2		WEEK ENDING September 5, 1981
		SECTION PREFIX 626-1058
HIGHWAY -*-*-*-*-*-*-*-*-*-*-*-*-*-*-		COUNTY Multnomah
NAME OF JOB Mult. Co. O&M Fac. Ph. 2	KIND OF WORK Precast Building Members	
CONTRACTOR Morse Bros. Prestress Inc.	CONTRACT NUMBER 9106	FEDERAL AID PROJECT NUMBER I-205-7(75)312
DATE OF CONTRACT April 25, 1980	DATE WORK STARTED July 9, 1980	ESTIMATED COMPLETION DATE April, 1981
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN 2 SUPERVISION 0	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS	WORK DAYS USED CALENDAR DAYS USED
PROJECT AUTHORIZATION $ 2,795,235.75	SPECIFIED COMPLETION DATE January 29, 1981	PERCENT OF TIME ELAPSED 99
EXCLUSIVE OF ENGINEERING $ 2,596,463.43	ENGINEERING AUTHORIZATION $ 198,772.32	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 2,857,111.53	ENGINEERING COST TO DATE $ 133,500.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT OVERRUN XXXXXXXXX 10 %	PERCENT OF AUTHORIZATION 67 %	DATE PROJECT WAS COMPLETED September 2, 1981

Product Type	No.pcs. req'd.	no. made	% complete	no. erect.	% in place	
10 TT 48 Wall	149	149	100	149	100	
Columns	112	112	100	112	100	
24" beams	81	81	100	81	100	
18" beams	29	29	100	29	100	
16" beams	86	86	100	86	100	
10 TT 32	239	239	100	239	100	
12" Dycore	736	736	100	736	100	
6" flat panels	60	60	100	60	100	
8" flate panels	13	13	100	13	100	
coping	41	41	100	41	100	
10 TT 48 Retain Wall	79	79	100	79	100	
10 TT 24	19	19	100	19	100	

EQUIPMENT USED DURING THE WEEK

Misc. tools.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO

PERCENT

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	30	N.A.		
MONDAY	31 partly cloudy	"		K
TUESDAY	1 cloudy 70	"		
WEDNESDAY	2 partly cloudy 80	"		
THURSDAY	3 fair 80	"		
FRIDAY	4 partly cloudy	"		
SATURDAY	5	"		

#9106

DATE: March 13, 1981

TO: Oregon Transportation Commission

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Multnomah County Operation & Maintenance Facility
Phase 2, Contract No. 9106
FAP No. I-205-(75)312

This project, which is part of the functional replacement caused by construction of I-205, is 99 percent complete with an April 1981 completion date anticipated. Due to revisions in the facility's design, a $254,269, or 9.1 percent, overrun in the project authorization is apparent.

Construction of footings was to be performed under Phase 3, but due to delays in awarding a contract for that phase, the work was performed under this contract. The work was paid for by Price Agreement No. 1 at a cost of $143,062.

Price Agreement No. 2 covered the cost of furhishing and erecting 52 precast areaway panels at a cost of $61,620.

A Price Agreement has now been proposed to revise the design of the retaining walls for the North, South and West Ramps. This work would increase the project cost by $151,491.

These changes in design were precipitated by the county's consultant and Multnomah County is aware of the amount of increase to the project cost. All but the currently proposed revision is eligible for FHWA participation. The total FHWA participation for all phases of the project is limited to a fixed amount. All non-participating work is to be the responsibility of Multnomah County.

It is recommended that the authorization for this project be increased by $254,269, to a new total of $3,049,504.75. This matter will be on the consent calendar for your March meeting.

WP:mk md

bc: F. B. Klaboe
R. W. Gormsen
C. T. Keasey
V. E. Skoog
E. L. Hardt
George Bell

4106

5) FORM 81-734-2001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: MCOMF, Phase 2

WEEK ENDING: September 5, 1981

SECTION PREFIX: 626-1058

HIGHWAY: -*-*-*-*-*-*-*-*-*-*-*-*-*-*-

COUNTY: Multnomah

NAME OF JOB: Mult. Co. O&M Fac. Ph. 2

KIND OF WORK: Precast Building Members

CONTRACTOR: Morse Bros. Prestress Inc.

CONTRACT NUMBER: 9106

FEDERAL AID PROJECT NUMBER: I-205-7(75)312

DATE OF CONTRACT: April 25, 1980

DATE WORK STARTED: July 9, 1980

ESTIMATED COMPLETION DATE: April, 1981

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 2 SUPERVISION 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: January 29, 1981

PERCENT OF TIME ELAPSED: 99

PROJECT AUTHORIZATION: $ 2,795,235.75

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $ 2,596,463.43

ENGINEERING AUTHORIZATION: $ 198,772.32

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 2,857,111.53

ENGINEERING COST TO DATE: $ 133,500.00

DATE PROJECT WAS COMPLETED: September 2, 1981

ESTIMATED PERCENT OVERRUN XXXXXXXX: 10 %

PERCENT OF AUTHORIZATION: 67 %

Product Type	No.pcs. req'd.	no. made	% complete	no. erect.	% in place
10TT 48 Wall	149	149	100	149	100
Columns	112	112	100	112	100
24" beams	81	81	100	81	100
18" beams	29	29	100	29	100
16" beams	86	86	100	86	100
10 TT 32	239	239	100	239	100
12" Dycore	736	736	100	736	100
6" flat panels	60	60	100	60	100
8" flate panels	13	13	100	13	100
coping	41	41	100	41	100
10 TT 48 Retain Wall	79	79	100	79	100
10 TT 24	19	19	100	19	100

EQUIPMENT USED DURING THE WEEK: Misc. tools.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO

PERCENT

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	30	N.A.		
MONDAY	31 partly cloudy	"		K
TUESDAY	1 cloudy 70	"		
WEDNESDAY	2 partly cloudy 80	"		
THURSDAY	3 fair 80	"		
FRIDAY	4 partly cloudy	"		
SATURDAY	5	"		

5

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	30	No Activity.
MONDAY	31	Work on punch list items.
TUESDAY	1	Work on punch list items.
WEDNESDAY	2	Work on punch list items. Project is complete.
THURSDAY	3	
FRIDAY	4	
SATURDAY	5	

REMARKS

STATUS: The building erection is complete. All work is done. This is the last Field Engineer's Weekly Report on this project.

SIGNED Robert E. Shotwell, Resident Engineer

LOCATION 9898 N.E. Hancock Drive
Portland, Oregon 97220

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

#9106

4

DATE: March 13, 1981

TO: Oregon Transportation Commission

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Multnomah County Operation & Maintenance Facility
Phase 2, Contract No. 9106
FAP No. I-205-(75)312

This project, which is part of the functional replacement caused by construction of I-205, is 99 percent complete with an April 1981 completion date anticipated. Due to revisions in the facility's design, a $254,269, or 9.1 percent, overrun in the project authorization is apparent.

Construction of footings was to be performed under Phase 3, but due to delays in awarding a contract for that phase, the work was performed under this contract. The work was paid for by Price Agreement No. 1 at a cost of $143,062.

Price Agreement No. 2 covered the cost of furhishing and erecting 52 precast areaway panels at a cost of $61,620.

A Price Agreement has now been proposed to revise the design of the retaining walls for the North, South and West Ramps. This work would increase the project cost by $151,491.

These changes in design were precipitated by the county's consultant and Multnomah County is aware of the amount of increase to the project cost. All but the currently proposed revision is eligible for FHWA participation. The total FHWA participation for all phases of the project is limited to a fixed amount. All non-participating work is to be the responsibility of Multnomah County.

It is recommended that the authorization for this project be increased by $254,269, to a new total of $3,049,504.75. This matter will be on the consent calendar for your March meeting.

WP:mk md

bc: F. B. Klaboe
R. W. Gormsen
C. T. Keasey
V. E. Skoog
E. L. Hardt
George Bell

STATE OF OREGON

INTEROFFICE MEMO

FILE: CON 5 #9106

TO: H. S. Coulter
State Highway Engineer

DATE: March 12, 1981

Warren [illegible]

FROM: O. B. Jackmond
for Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Multnomah County Operation & Maintenance Facility
Phase 2, Contract No. 9106
FAP No. I-205-7(75)312

This project, which is part of the functional replacement caused by construction of I-205, is 99 percent complete with an April 1981 completion date anticipated. Due to revisions in the facility's design, a $254,269, or 9.1 percent overrun in the project authorization is apparent.

Construction of footings was to be performed under Phase 3 but, due to delays in awarding a contract for that phase, the work was performed under this contract. The work was paid for by Price Agreement No. 1 at a cost of $148,062.

Price Agreement No. 2 covered the cost of furnishing and erecting 52 precast areaway panels at a cost of $61,620.

A price agreement has now been proposed to revise the design of the retaining walls for the North, South and West Ramps. This work would increase the project cost by $151,491.

These changes in design were precipitated by the County's consultant and Multnomah County is aware of the amount of increase to the project cost. All but the currently proposed revision is eligible for FHWA participation. The total FHWA participation for all phases of the project is limited to a fixed amount, however, and items of work on later contracts will exceed that amount. All nonparticipating work is to be the responsibility of Multnomah County.

A rough draft letter to the Transportation Commission is attached, along with a copy of the Expected Overrun of Project Authorization form.

WR:fr
Att.

cc: J. B. Boyd
E. L. Hardt
R. E. Shotwell
Robert Church

RECEIVED
STATE HWY ENG.
MAR 12 '81
REFER TO
FOR
Info

ok R

Form E-372 (Rev. 12-70)

OREGON STATE HIGHWAY DIVISIO..

Expected Overrun of Project Authorization

Project MCOMF, Phase 2 Date March 9, 1981

Highway *- Contract No. 9106

County Multnomah Kind of Work Precast Building Members Contractor Morse Bros. Prestress, Inc.

	Authorized	Estimated
Contract Amount	$2,484,654.00	$2,484,654.00
Anticipated Items	-0-	366,128.43
Contingency (4½%)	111,809.43	-0-
Engineering	198,772.32	198,722.32
Credits	-0-	-0-
PROJECT COST	$2,795,235.75	3,049,504.75 ~~$3,049,554.45~~
NET INCREASE $		254,269.00 ~~254,318.73~~ OR 9.1 %

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U).
(List all unanticipated items).

			Expected Amount	Net Change
(U)	P.A. No. 1	Structural Excavation	21,578.70	+0.77 %
(U)	P.A. N0. 1	Reinforcement in place	25,220.70	+0.90%
(U)	P.A. No. 1	Class 4,000 Concrete	107,995.83	+3.86%
(U)	P.A. No. 2	Areaway Panels	61,620.00	+2.20%
(U)	P.A. No. 3	Price Adjustment, Low Strenght Concrete	-1,778.53	-0.06%
(U)	P.A. No. 4	Furn. & Erect. Revis. Ret. Walls	151,491.43	+5.42%

Principal reasons for overruns (Continue on reverse side): Overruns caused by revisions in design precipitated by county's consultant. The column footings were also added to phase II contract and deleted from phase III.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

Submitted by Robert E. Shotwell, Resident Engineer

Noted by ______ Construction or Bridge Engineer

Confirmed by ______ Regional Engineer

Noted by ______ ~~Deputy~~ or State Highway Engineer

SP*68727 734

L

VICTOR ATIYEH
GOVERNOR

Oregon State Highway Division
TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 10, 1981

CON 5 #9106

Morse Bros. Prestress, Inc.
Post Office Box 7
Lebanon, OR 97355

Re: Time Extension Request
Multnomah County Maintenance &
Operations Facility (Phase 2)
FAP No. I-205-7(75)312
Contract No. 9106

Gentlemen:

Your request for additional contract time to complete the above referenced project has been reviewed. After careful analysis of the data you furnished with your claim and of the project records, a time extension of 32 calendar days is granted due to additional work under Price Agreement No. 4. The revised completion date for Phase C will be February 1, 1981 with a revised completion date of March 2, 1981 for Phase D.

If you have any questions on this decision, please contact the Resident Engineer.

Very truly yours,

C T Keasey

C. T. Keasey
Assistant State Highway Engineer

KM:mk;OBJ:fr

bc: H. S. Coulter (w/att.)
E. L. Hardt "
Bob Shotwell "
Bob Church
FHWA

Blind note:
This time extension is FHWA Non-participating since P.A. 4 is non-participating.

RECEIVED
STATE HWY ENGR
MAR 11 '81
REFER TO
FOR
Info Inves R/D D/R Sign Act File

STATE OF OREGON

INTEROFFICE MEMO

TO: BRYANT JACKMOND
Contract Administration Engineer

DATE: January 28, 1981

Marion Craft

FROM: MARION CRAFT
Region Construction Engineer

SUBJECT: MULTNOMAH COUNTY OPERATIONS AND MAINTENANCE FACILITY, PHASE 2
CONTRACT 9106

Attached is a time extension request from the contractor, Morse Bros., for 54 days, and a letter of explanation from the Resident Engineer, Bob Shotwell, his analysis and recommendation to grant ~~the~~ 32 days.

The retaining walls in question were originally designed to have their footings set up on or in an engineered fill, built with selected material capable of supporting the walls. After the contract was awarded, and also after the contractor, Multnomah County, another contractor (Drake, Phase 3), and we had agreed to a construction sequence, the architect who is designing this facility decided the walls should be supported down in the native bearing material. This meant the height of the walls was doubled and caused a revision in the way the contractor built them. He originally intended to erect the walls with a small crane from outside the building area. The larger walls required a larger crane which had to work in the area within the building area and this interrupted the planned sequence of work or building erection, as explained in Shotwell's letter and also in Morse Bros.' request. The ramp retaining wall areas had been designated as area 7, with areas 1 through 6 to be built before area 7. The change in wall design meant the contractor had to finish wall erection in area 7 before he could begin work in the previous areas 1 through 6.

Bob Shotwell has looked at the sequence of operations the contractor was forced into and has justified a 32-day time extension and I concur in his recommendation.

MC/cp
Attachments

RECEIVED
Richards
JAN 29 1981
CONSTRUCTION
Church

3-9-81

CTK -

I concur with Region and Resident to grant a time extension of 32 calendar days.

FORM 81-734-3030

S RE RME [illegible] [illegible]
TE RECEIVED RSM
UE [illegible] RSC
SO REGION I RBI
TO

FILE:

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
9898 N.E. Hancock Drive
Portland, Oregon 97220
January 16, 1981

FROM: Robert E. Shotwell
Resident Engineer

TO: Marion Craft
Region Construction Engineer

SUBJECT: Request for Time Increase
MCOMF, Phase 2
Contract No. 9106

The revision in the North and South Ramp Retaining Walls doubled the height of walls to be erected. This change required a revision in the erectors sequence. He originally intended to erect ramp walls with a smaller crane from outside the building.

The larger walls required a bigger crane and working from within the building itself. This meant that precast floor tee's, wall T's and dycore roof sections could not be erected in areas that the larger crane needed for travel.

~~The request is justified and I recommend approval.~~

The attached listing of dates and activities shows a 32 day delay, and I recommend granting this time to the contractor.

RES:rsr

XC: Files.

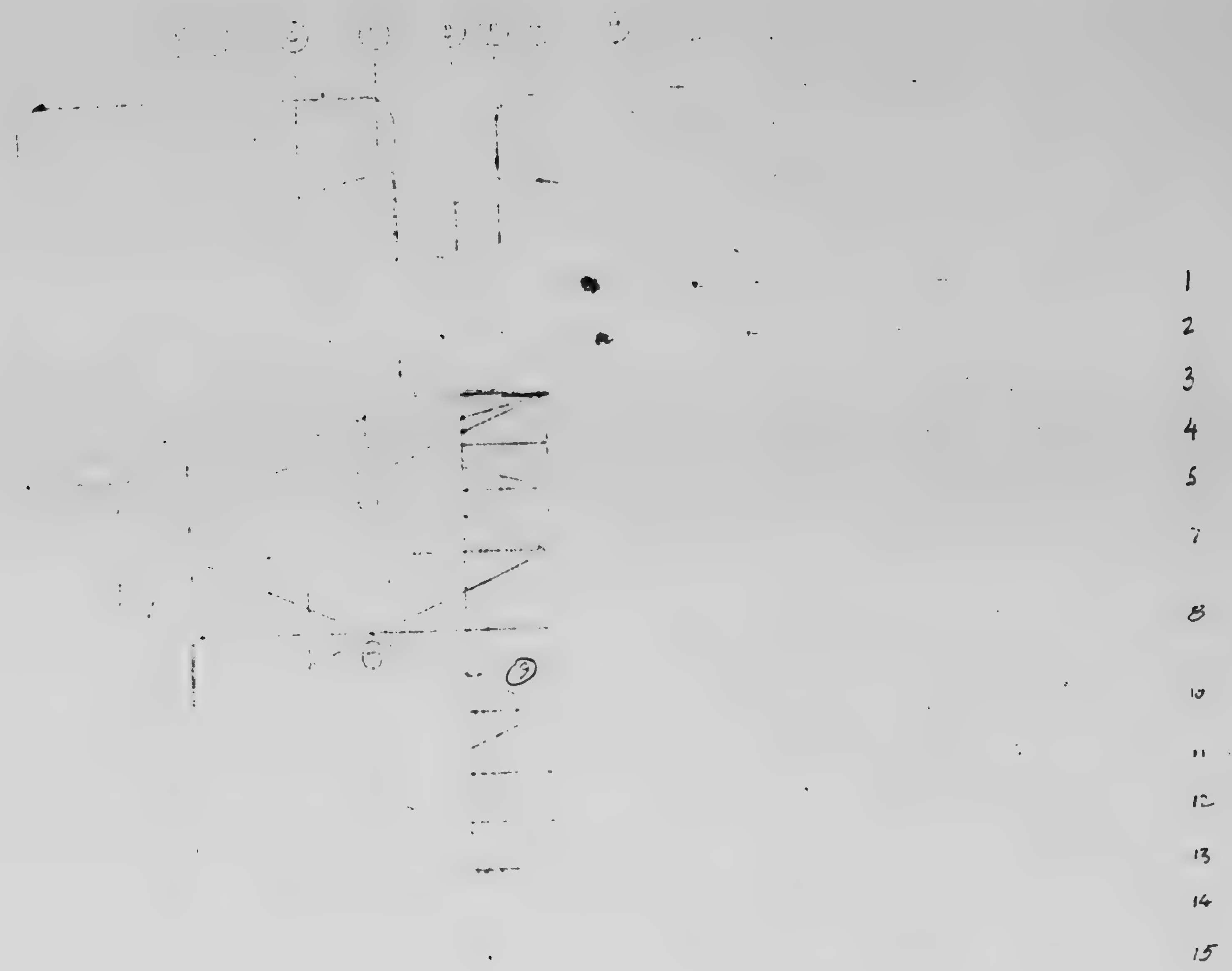
Extension of Time request dated Jan 8, 1981
Multnomah County Operation & Maint Fac. Phase 2
Contract # 9106

Nov. 20, 1980 (18 days)	Completed all possible bldg erection until north & south ramp walls are in place
Dec. 8, 1980	Completed erection of south ramp walls
Dec. 9, 1980	Began erection of bldg from line ⑪ to ⑨
Dec. 16, 1980 (14 days)	Began erection of north ramp wall
Dec. 30, 1980	Finished north wall Began bldg erection
Jan, 13, 1980	Finished erection of bldg as far as possible.

Completion dates adjusted

Dec. 30, 1980	Bldg erection Areas 1-6
Jan 29, 1980	Remainder of work under contract.

54 days requested
18 days
14 Days
32 days Valid


③
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Colored area had to be left open until after the retaining walls had been erected on the north and south ramp

Form 81-734-8330

OREGON STATE HIGHWAY DIVISION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Division
Salem, Oregon

Date January 8, 1981

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from * days to * days, within which to complete our Contract No. 9106, without the assessment of liquidated damages. The said contract is described as follows:

Multnomah Co. Operations & Maintenance Facility, Phase II

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

* We request a 54 calendar day extension be added to completion phase "C" and "D". This extension is necessary as a result of the North and South ramps (area 7) being required to be completed prior to finishing areas 1-6.

Respectfully submitted,

Please refer to P.A. # 4

Morse Bros. Prestress, Inc.
Contractor

By Richard K. Imper
Richard R. Imper, Vice-President

CONSENT OF SURETY

Date January 8, 1981

We, SAFECO INSURANCE COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Jeffrey N King
Attorney-in-fact
Jeffrey N. King

(SEAL)

Rebecca Slape Filer
Resident Agent
Rebecca Slape Filer

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 23, 1981

In Reply Refer to
File No.:

Tuck Wilson, Director
Department of Justice
Services Administration
Room 809 Multnomah County
Courthouse
1021 S.W. 4th Avenue
Portland, Oregon 97204

RE: Phase I, II & III
Vance Pit Project
File 46993-A
FAP No. I-205-7(8)311
(SHOPS)

Dear Tuck:

In response to the memorandum written to you by Mr. Tom Guiney, I have attempted to assist the County in changes that he has requested. I would prefer in the case of the first contract, because of the minor differences, to leave those percentages until we have completely resolved our calculations.

On Contract 9106 I will abide by the request of Mr. Guiney, and change the percentages on the precast work to 81%, State; and 19%, County.

On Contract 9188 I will advise the payment section to cease any payments on building work upon the attainment of the maximum participating amount.

I hope that these changes will assist the County in their present problem. I am also reflecting these changes in the agreement attachment Exhibit "A" although the percentages on the third contract 9188 will remain the same even though participation has stopped and shifted to 3N in dollars when the maximum participation has been attained.

Very truly yours,

Bruce

J. B. Boyd
Right of Way Manager

JBB:jh

cc: E. S. Hunter
Ed Hardt
Bob Shotwell
Bob Church
Vern Skoog

H
NOTE
E. S. HUNTER

TECHNICAL SERVICES
JAN 26 '81
REFER TO
Info

Form 734-3122

ROW 12

STATE OF OREGON

INTEROFFICE MEMO

DATE: January 23, 1981

TO: Bob Church
Contract Payments Coordinator

J B Boyd

FROM: J. B. Boyd
Right of Way Manager

SUBJECT: Percentages
Contract 9106
Prefix 626-1058
Phase II
Multnomah County Operations
& Maintenance Facility
File 46993-A
FAP No. I-205-7(8)311 (SHOPS)

2 copies
[illegible] each

Please change the percentages in accordance with the attached Progress Estimate and Cost Report. These percentages are being changed to agree with those shown on Contract 9188. The total participation in Item 1P (Participating costs in the building) on Contract 9087, 9106 and 9188, is limited to $6,654,997.75. This figure may have to be adjusted in our final analysis.

JBB:jh
Attach.

cc: E. S. Hunter ✓
Ed Hardt
Bob Shotwell
Vern Skoog
Tuck Wilson

RECEIVED
TECHNICAL SERVICES
JAN 26 '81
REFER TO

NOTED
E. S. HUNTER

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 14, 1980

In Reply Refer to
File No. CON 5 #9106

Morse Bros. Prestress, Inc.
Post Office Box 7
Lebanon, OR 97355

Re: Time Extension Request
Multnomah County Maintenance and
Operations Facility, Phase 2
FAP No. I-205-7(75)312
Contract No. 9106

Gentlemen:

Your request for additional contract time in which to complete the above project has been reviewed. A contract time extension of seven calendar days is granted due to extra work required under Price Agreement No. 2. The revised completion date for Phase (c) of this project is November 7, 1980 and for Phase (d) it is December 7, 1980.

Requests for adjustment of contract time should state the causes of the claimed delay and the specific dates of the delay (or a justification of the estimated delay). A clear statement of the cause and effect will enhance our ability to fairly evaluate a request for additional contract time. The current request stated the cause of the delay but provided little assistance in quantifying the extent of the delay.

Sincerely,

C. T. Keasey

C. T. Keasey
Assistant State Highway Engineer

cc: H. S. Coulter (w/att.)
Ed Hardt "
Robert Shotwell "
FHWA "
Robert Church

RECEIVED
STATE HWY ENGR.
NOV 17 '80
REFER TO

Info	Inves	R/D	[illegible]	Sign	Act	File

Form 734-3122

FORM 81-734-3030

Ke[illegible]y — RECEIVED — Richards
Jackmond — NOV 12 1980 — Berg
Hopkins — Inloes
Williams — CONSTRUCTION — Widmer
Johnson — BRANCH — Gebauer
Glenn — Church

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
9898 N.E. Hancock Drive
Portland, Oregon 97220
November 6, 1980

SUBJECT: Request for Time Extension
Contract No. 9106
MCOMF, Phase 2

FROM: Robert E. Shotwell
Resident Engineer

TO: Marion Craft
Region Construction Engineer

The enclosed Contractors Request for Increase in Number of Workdays to Complete Construction Contract refers to Price Agreement No. 2.

The Price Agreement was an additional work item that entailed precasting panels to enclose Wall T stems for an airway.

It is Morse Bros. desire that we act on this request at this time rather than at the end of the project.

The request for an additional seven (7) days in light of the work to be performed seems reasonable.

SE RE RME RCE BE
TE RECEIVED RSM
UE NOV -7 1980 RSC
SO REGION I RBI
TO

RES:rsr

XC: Files.

CC: Bryant Jackmond - with attachment.

An exact analysis of the additional time required to do this additional work is very difficult, but there was a considerable amount of redesign and reworking to be done. Based on Bob Shotwell's statement that this additional 7 days seems reasonable, I recommend we grant the 7 days as requested.

Marion Craft

RECEIVED
SEP 24 1980

E-320 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date September 22, 1980

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from .... days to .... days, within which to complete our Contract No. 9106, without the assessment of liquidated damages. The said contract is described as follows: Multnomah Co. Operations & Maintenance Facility Phase 2

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

We request an additional 7 work days be added to the specified time limit due to Price Agreement #2. PA #2 adds the furnishing and erection of 52 Area Way panels on the perimeter of the building.

Respectfully submitted,

Morse Bros. Prestress, Inc.
Contractor

By
Dick Imper

CONSENT OF SURETY

Date September 23, 1980

We, SAFECO INSURANCE COMPANY
...., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Mitchel R. Gordon
Attorney-in-fact
Mitchel R. Gordon

(SEAL)

Resident Agent
Jeffrey N. King

ROW 12

L

November 10, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Justice Center
State/Architect Agreement
Supplement No. 5
File 46993
FAP No. I-205-7(8)311

The original State/Architect Agreement provided that the State would print the construction plans for the Justice Center. It was later determined to be more advantageous, economically and time-wise, for the Architect to have the printing done. To date, separate Supplemental Agreements (Nos. 2 and 3) have been written each time printing was necessary. In order to prevent a proliferation of supplements covering printing of plans, it is prudent to write one additional supplement covering printing of plans through the design phase. The enclosed Supplement No. 5 is for that purpose.

The addition of this work in an amount not to exceed $44,913, increases the limitation of architectural services under the original agreement, previous supplements, and this Supplement to an amount not to exceed $2,602,598.

We request your concurrence of the verbal approval for this work and approval to proceed as of September 22, 1980, as received from Robert Pillsbury on September 25, 1980.

Please return one signed copy of the Agreement for our files.

RECEIVED
STATE HWY ENGR
NOV 10 '80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Att	File

RWE:jh
enc.

bc: F. B. Klaboe
H. S. Coulter
E. S. Hunter
D. H. Moehring
V. E. Skoog

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 18, 1980

In Reply Refer to
File No.:

Tuck Wilson, Director
Department of Justice
Services
1021 S.W. 4th Avenue
Portland, Oregon 97204

RE: Supplement No. 5 to the
Phase II County/Architect
Agreement
Multnomah County Operations
& Maintenance Facility
File 46993-A
FAP No. I-205-7(8)311 (SHOPS)
C9A 5439

Dear Tuck:

I am returning two fully executed copies of the above Supplemental Agreement to the County/Architect Agreement. This Agreement is being approved with the understanding that no State or Federal funds will be requested under the terms of the Supplement.

As you will note, I have indicated that this is Supplement No. 5. We have, in the past, had so many agreements that the numbers and dates have been somewhat confused. I am including with this letter a tabulation of all agreements relating to the Public Works Facility in a format that should be more understandable and more easily kept track of.

Very truly yours,

Bruce

J. B. Boyd
Right of Way Manager

JBB:jh
enc.

cc: E. S. Hunter
V. E. Skoog
Ed Hardt
Bob Shotwell
Glen Green

Supp not reported
due to [illegible] [illegible] [illegible]
to Boyd (vacation) [illegible]
supple [illegible] [illegible] [illegible]
Did not enter in my [illegible] book
[illegible].

Form 734-3122

PUBLIC WORKS FACILITY

PHASE I - County/State

Date	Phase	Remarks
6/21/76	IA	Site & Study Report
10/27/77	IA (Supp.)	Time Extension

PHASE I - County/Arch.

Date	Phase	Remarks
5/27/77	IA & IB	Conceptual Design
10/24/77	IA & IB (Supp. 1)	Time Extension
12/16/77	IA & IB (Supp. 2)	Time Extension
1/26/78	IA & IB (Supp. 3)	Modification of Work
3/ 1/79	IA & IB (Supp. 4)	"Below-Grade" Study

PHASE II - County/State

Date	Phase	Remarks
12/22/78	II	Design Agreement
2/16/79	II (Supp.)	Unit Cost Study
6/29/79	II (Supp. 2)	Land Value & Construction Budget
11/ 5/79	II (Supp. 3)	Division of Architect Costs

PHASE II - County/Arch.

Date	Phase	Remarks
7/31/79	II	Design Agreement
5/ 5/80	II (Supp. 1)	Solar Heating & Cooling
9/ 6/79	II (Supp. 2)	Soils Investigation
9/ 7/79	II (Supp. 3)	Equipment Study
7/22/80	II (Supp. 4)	Blueprinting
	II (Supp. 5)	Construction Services

PHASE III - County/State

Date	Phase	Remarks
11/ 5/79	III	State Management
4/ 4/80	III (Supp. 1)	Finance Method
7/30/80	III (Supp. 4)*	Project Bidding

SEWER AGREEMENT - County/State

Date	Phase	Remarks
9/ 7/79	San Sewer	Design/Construction Agreement

* Numbering error - no supplement 2 & 3.

STATE COPY

cc: State (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINSTRATION

INITIAL REPORT

REGION NO. 10	REPORT NO. 1	COUNTY Multnomah	DIVISION Oregon
DATE OF INSPECTION 8-7-80	INSPECTION MADE BY R. W. Pillsbury, Special Proj. Engr.		PROJECT NO. I-205-7(75)312

IN COMPANY WITH
R. Shotwell, OSHD

LOCATION
In east Portland off 190th Street near Stark Street.

RECEIVED
STATE HWY ENGR
AUG 18 '80
REFER TO
[illegible]
FOR

Info	Inves	R/D	D/R	Sgn	Act	File

8-18

CONTRACTOR NAME AND ADDRESS
Morse Bros., Portland, Oregon

AWARD DATE 4-25-80	CONTRACT AMOUNT $2,484,654.	TIME ALLOWED 11-30-80	TIME STARTED -	WORK STARTED 6-6-80
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 17%	WORK COMPLETED 10%	

REMARKS

MULTNOMAH COUNTY O&M FACILITY, PHASE 2
Precast Building Members

This project is the second of three to construct a new operations and maintenance facility for Multnomah County as a part of the functional replacement of the Rocky Butte jail and shops needed for I-205. The first contract was for the excavation of the site for the buried building. The third contract is to complete the building and site work. This contract is to furnish and erect precast building elements.

Originally it was intended that this contractor would furnish and erect the elements on footings poured by the general building contractor, Phase 3. Because of delays in getting the last contract underway, it became necessary to write a Price Agreement to have this contractor pour footings. The P.A. was for $148,000 and work started July 9, 1980. It progressed until July 22 when pickets appeared on the job because of the Multnomah County employee strike. The footings were excavated, but no concrete has been poured. Erection was to have started August 15, but that is not now possible. It is understood that the contractor may try to work again tomorrow, although pickets are still at the site.

There are some 1,500 elements to be furnished and at this time some 650

(continued)

have been made. Materials reports are generally satisfactory--the State is inspecting the work. One element was rejected and replaced.

Work is progressing satisfactorily and the contractor can still be finished on time--especially if the footing work can restart. It appears that the final contract will be advertised momentarily and the general contractor will be on the job soon after erection gets underway.

1-205
18-2

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 7/23/80
Donald L Rout

Sept 25
~~August 28~~, 1980 Bid Letting ____________ All Clear Deadline

SECTION Port./Mult. Justice Center, Phase 2
Highway East Portland
County Multnomah Region 1
Type of Work Structure Funds FAI/City/Co.
State ____ Consultant ____ Plans Avail. ___Yes ___No

DOCUMENTS:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
EIS		X			X
Negative Declaration	X				
Project Assessment	X				
Write-off Letter	X				

PERMITS:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Division of State Lands	X				
D.O.G.M.I.	X				
Corps of Engineers	X				
Coast Guard	X				
Co. Conditional Use	X				
NPS Air Pollution	X				
NPS Water Pollution	X				

CULTURAL:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Cultural Survey		X			X
Cultural Salvage	X				

NOISE:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Noise Study	X				

9106

L

CON 5

DATE: July 14, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey
Ass't. State Hwy. Engr.

SUBJECT: Notification Contract Work Started
Federal-aid Project Number
I-205-7(75)312

Contract 9106, Work Started July 7, 1980

Project Multnomah County Operations and Maintenance Facility, Phase 2

Highway -------

County Multnomah

RDC:mk

cc: R. D. Church

MULTNOMAH COUNTY OREGON

DIVISION OF OPERATIONS AND MAINTENANCE
9659 N.E. HANCOCK DRIVE
PORTLAND, OREGON 97220
(503) 253-7595

DONALD E CLARK
COUNTY EXECUTIVE

April 29, 1980

NOTED
E. S. HUNTER

Mr. Bruce Boyd, Right-of-Way Manager
Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Re: Precast Concrete Bid - Rocky Butte Shops Relocation

Dear Bruce:

We have reviewed the precast concrete bids. We find Morse Brothers' low bid of $2,484,654.00 acceptable. This amount is within the county's project budget and within 3% of the architect's estimate.

We concur with the architect's recommendation of April 28, 1980 to approve the bid and award the contract to Morse Brothers.

Sincerely,

Tor Lyshaug

Tor Lyshaug, Director
Division of Operations and Maintenance

Rena Cusma

Rena Cusma, Director
Department of Environmental Services

Donald E Clark

Donald E. Clark, County Executive
Multnomah County

TL:syr

RECEI[illegible]
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APR [illegible]
REFER T[illegible]
FO[illegible]

RIGHT OF WAY ADMINISTRATION
RECEIVED
APR [illegible] 1980

CC E S Hunter ✓
Carroll Keasey
Dave Moehring
Vern Skoog

AN EQUAL OPPORTUNITY EMPLOYER

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project I205-7(75)311
Multnomah County Shops - Phase II

Date: April 9, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HPD.3-OR

To: Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division

Mr. Swan's April 8, 1980 memorandum requests our concurrence in advertising this project for only two weeks.

We have reviewed the status of this project and find it to be in the public interest to concur in a two-week advertising period.

This project was advertised on March 6 for almost three weeks before being pulled. It is a highly specialized contract and it appears that a limited number of bidders will be interested in it.

The project was withdrawn because it was desired to add erection of the precast members that were to be provided under the original contract. While this addition appears significant, it is really not that serious. The original plans required the supplier to provide the members in a specific order and they had to make provisions for erection. The only thing additional needed is to get somebody to do the lifting. Again, there are only a limited number of erectors in Portland, so the task is minimized. We do not see a problem here.

for G. L. Green

cc:
OSHD (D. E. Swan)
OSHD (R. Ellison)

R

RECEIVED
STATE HWY ENGR
APR 10 '80
REFER TO
FOR

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

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APR 8 '80
REFER TO
FOR
Info | Inver | R/D | D/R | Dgn | Act | File

In Reply Refer to
File No.: PRO 6-2

April 8, 1980

NOTED
E. S. HUNTER

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Operation Programming Engineer

SUBJECT Mult. Co. Oper.& Maint.Facility, Phase II
Oregon Project I-205-7(8)311
Minimum Two-Week Advertising Period

Your concurrence is requested in a public interest finding of a minimum two-week advertising period for the subject project. We plan to advertise on or before April 10, 1980 for bids to be received on April 24, 1980.

This project was authorized and advertised on March 6, 1980, for a three week advertising period with the intention of receiving bids on March 27, 1980. Due to the type and amount of work to be done in a plans changes, the project was withdrawn in the third week of advertising. The work change was to include erection of the beams in addition to furnishing , which was considered too much of a change for a letter addendum.

The Highway Division and the political subdivisions involved with the building are very anxious to proceed with this contract as quickly as possible. We are planning to receive bids for Phase 3 on May 29, 1980.

We advertised this project on March 6 in Seattle, Spokane, Boise, Portland and the San Francisco Bay area with the result of eleven bidding plans being taken out, but only two of the contractors taking out plans are considered qualified. One is Morse Bros. of Portland; the other is Concrete Technology Inc. of Tacoma. We feel these two companies are the only ones interested or capable of performing the work in this competitive area. The bidding preparation made for the first advertising will not be wasted because they were to furnish an erection plan and erection mounting supports were to be placed on the beams; no change has been made in these requirements.

Form 734-3122

Our discussion with the contractors indicate that they have consulted erection subcontractors concerning erection methods.

For these reasons, we believe a two-week advertising period is warranted and justified.

DAR:sr

cc: E. S. Hunter ✓
W. J. Hart
J. B. Boyd
Hal Versteeg

STATE OF OREGON **INTEROFFICE MEMO**

Highway 378-6299
DEPT TELEPHONE

TO: File **DATE:** March 27, 1980

FROM: J. B. Boyd
Right of Way Manager

NOTED
E. S. HUNTER

SUBJECT: Furnish & Erect
Precast Members
File 46993-A
FAP No. I-205-7(8)311

Mr. Ed Hunter, Mr. Walt Hart, and myself, discussed the problem of the above contract. The attached memos provided by Zimmer Gunsul Frasca, were studies by Mr. Walt Hart. It was his considered opinion that the contract containing furnish and erect specifications was the correct way to go. He explained his analysis of the liability problems that the precast manufacturers brought to our attention, and it appears they had a valid concern.

We also discussed other aspects of both the precast contract and the general contract. Mr. Hunter felt that we should make the Architect (Structural Engineer) responsible for checking shop drawings. Mr. Hart will have them carefully reviewed in order to insure quality. We must prepare a supplement to our existing contract with the consultant, ZGF, to provide for the checking of the shop drawings and his activities during the construction phase in both the precast contract and the general contract.

Inspection responsibility will rest on the State Highway Division and our Materials Lab. Mr. Hart will take the lead in assuring that the responsibilities are properly outlined and we have inspection staff available. The inspection will be handled by our Materials Lab.

Conclusion: We are to proceed to obtain and prepare the specifications for furnish and erect, shooting for a bid date of April 17. I will continue to work with the consultant to insure their deliver. Mr. Hart will work with Jack Sullivan and John Day to insure that our specifications meet our needs and requirements.

JBB:mk

cc: ✓E. S. Hunter- w/attach.
Walt Hart-w/attach.
Ed Hardt-w/attach.

RECEIVED
TECHNICAL S
MAR 27 '80
REFER TO
FOR
Info Invest R/D

ZIMMER GUNSUL FRASCA PARTNERSHIP A.I.A

CALL REPORT: Job No. 9017-05 March 26, 1980

FROM: Mutlnomah County Maintenance and Operations Facility

SUBJECT: Precast Concrete Memo

A. Present

1. Three weeks behind schedule going out
    a. Some delay going to one ramp at East
    b. Some delay on debate of furnish and install

2. Liability
    a. Could cost project 125 - 175,000 dollars
       Due to erection design per code

3. Overall project schedule
    a. No delay

B. Change to Furnish and Install

1. Schedule
    a. Meeting with two suppliers - time frame one week extension
    b. Issue revised documents - time frame three weeks - bid opening April 17, 1980

2. Liability
    a. None
    b. Project cost savings do to less mark up for general on erection

3. Overall project schedule
    a. three week delay

C. Go out with entire package

1. Schedule
    a. April 21, 1980 to be ready for bid
    b. May 15, 1980 receive bids

2. Liability
    a. None
    b. Lump sum for project

3. Overall project schedule
    a. Two and one half to three months delay due to shop drawing preparation for precast, which is what we were trying to beat in original concept of prebid precast

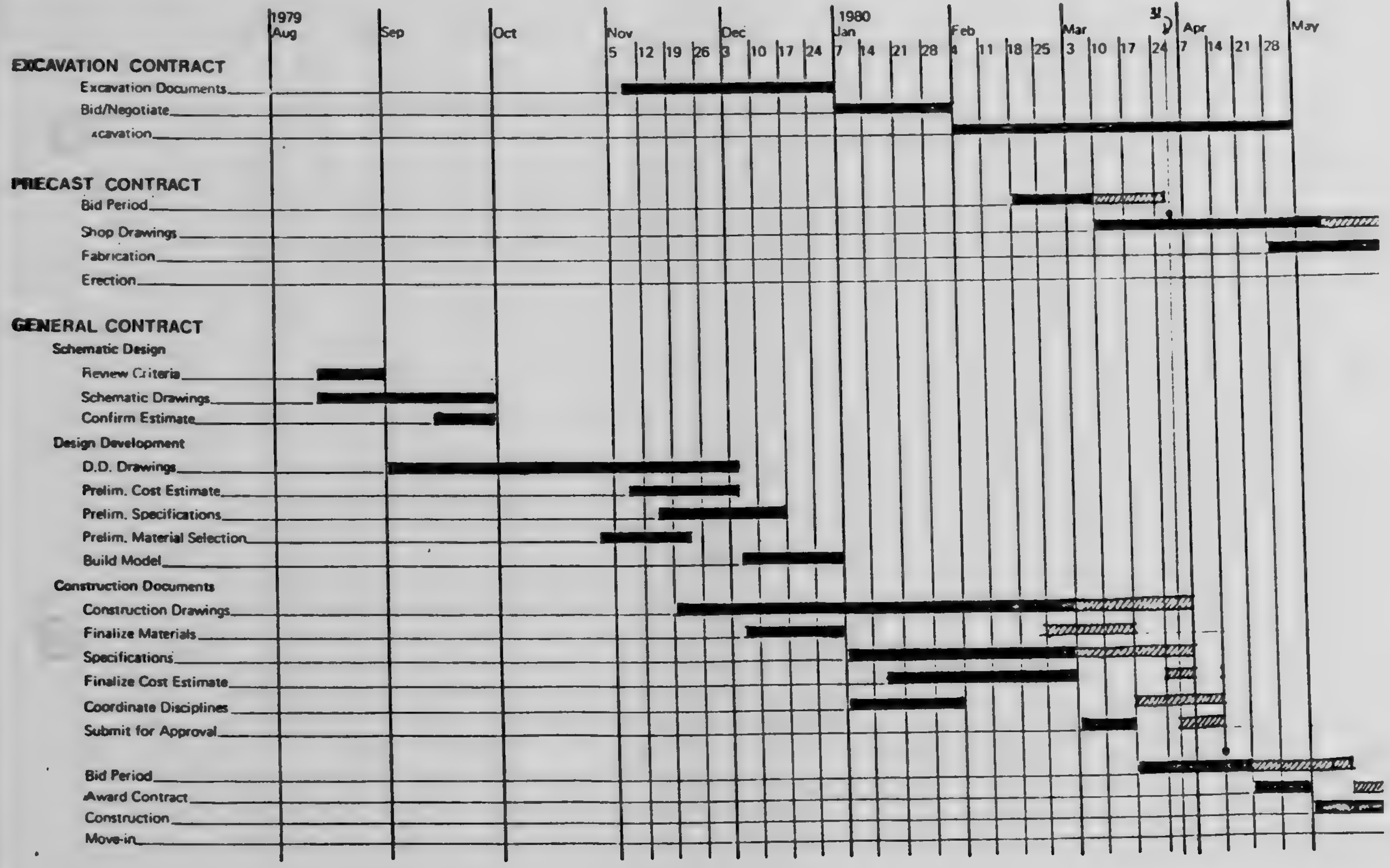
dlh

BUILDING SCHEDULE

Multnomah County
Oregon

Operations & Maintenance Complex

ZIMMER·GUNSUL·FRASCA PARTNERSHIP



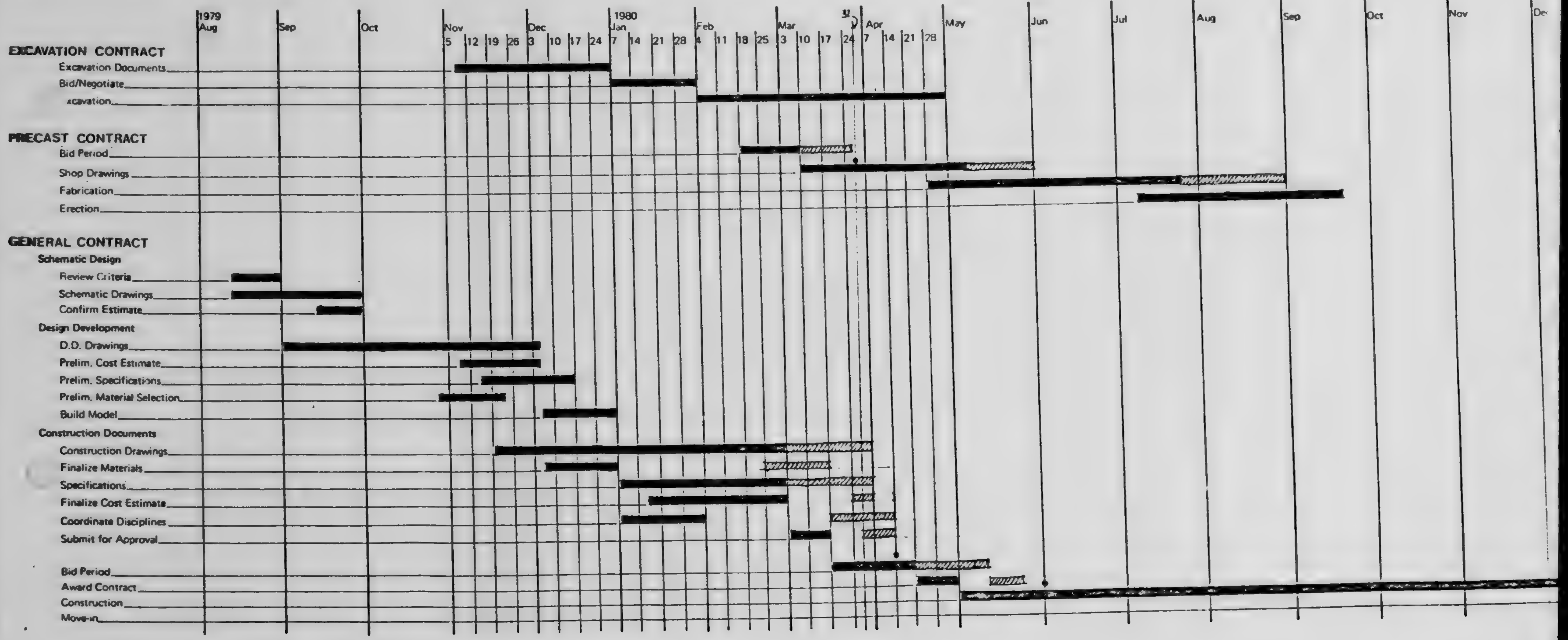
3-26-80

BUILDING SCHEDULE

Multnomah County
Oregon

Operations & Maintenance Complex

ZIMMER·GUNSUL·FRASCA PARTNERSHIP



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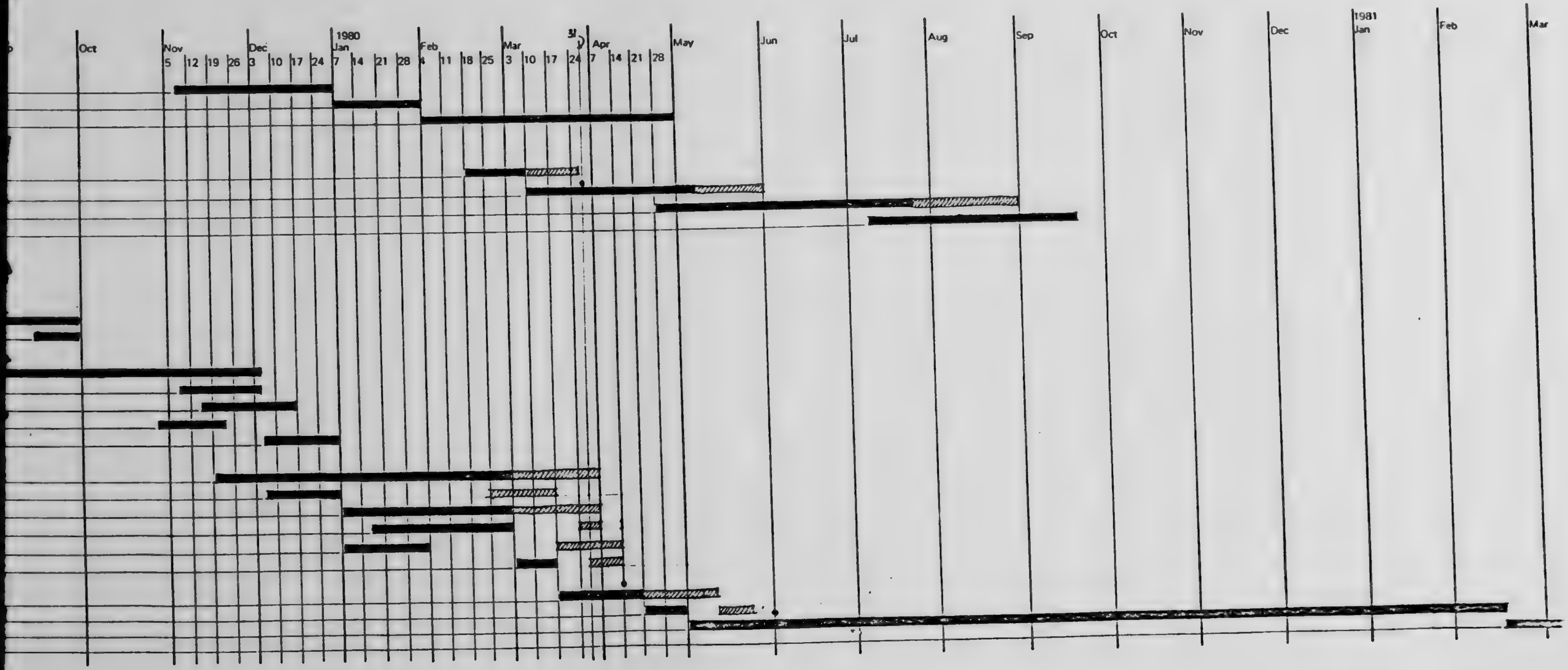
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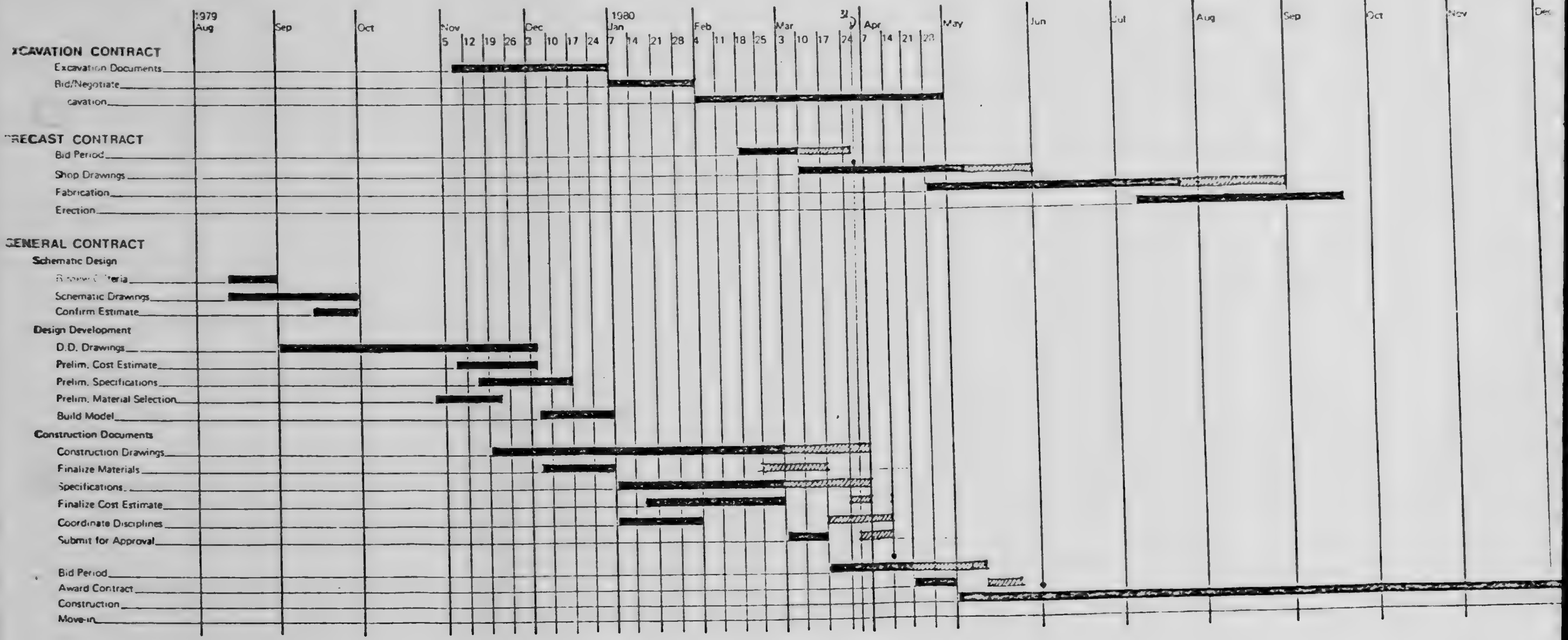
BUILDING SCHEDULE

Multnomah County
Oregon

Operations & Maintenance Complex

IMMER-GUNSUL-FRASCA PARTNERSHIP



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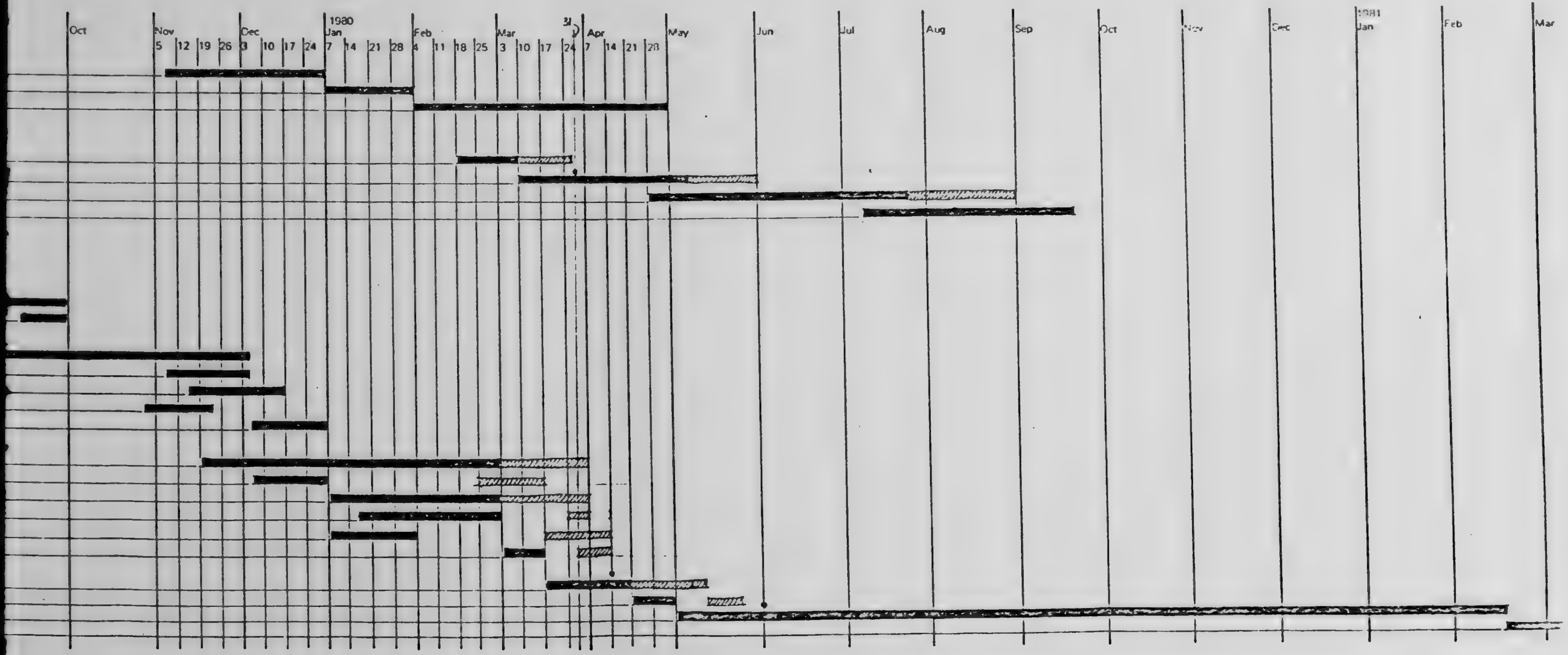
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ROW 12

STATE OF OREGON INTEROFFICE MEMO

Highway
DEPT

378-6299
TELEPHONE

TO: File

DATE March 27, 1980

FROM: J. B. Boyd
J. B. Boyd
Right of Way Manager

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
MAR 27 '80
REFER TO
FOR
Info [illegible] R/D [illegible]

SUBJECT: Discussion With Architect
Furnish & Erect
Precast
File 46993A
FAP No. I-205-7(8)311

Contact was made with Brooks Gunsul regarding the above subject contract. I told him it had been decided by our Technical Services Engineer to proceed with the precast contract as had been outlined in Zimmer Gunsul Frasca's memo furnished me yesterday, which is attached. The following areas were discussed:

1) Prompt submission of revised specifications. It was indicated by John Romish and their Specifications Engineer, that they could provide this information to me by Friday in order that we can put the final specifications together.

2) Preparation of a supplement to our existing consulting agreement to insure that ZGF will be responsible for checking of the shop drawings. We should also prepare the supplement necessary to include their activities during the construction phase.

3) We should be careful to include in our specifications, early delivery by the precast people of any imbedment items required by the general contractor to finish his footings. These should be carefully outlined in the specifications.

4) Insure careful inclusion in both the precast and the time schedules for each of the contracts in order to minimize any conflicts.

JBB:jh
attach.
cc: Brooks Gunsul w/attach.
E. S. Hunter w/attach. ✓
Walt Hart w/attach.
Ed Hardt w/attach.
Tor Lyshaug w/attach.

ZIMMER GUNSUL FRASCA PARTNERSHIP AIA

CALL REPORT: Job No. 9017-05 March 26, 1980

FROM: Mutlnomah County Maintenance and Operations Facility

SUBJECT: Precast Concrete Memo

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3. Overall project schedule
   a. No delay

B. Change to Furnish and Install

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3. Overall project schedule
   a. three week delay

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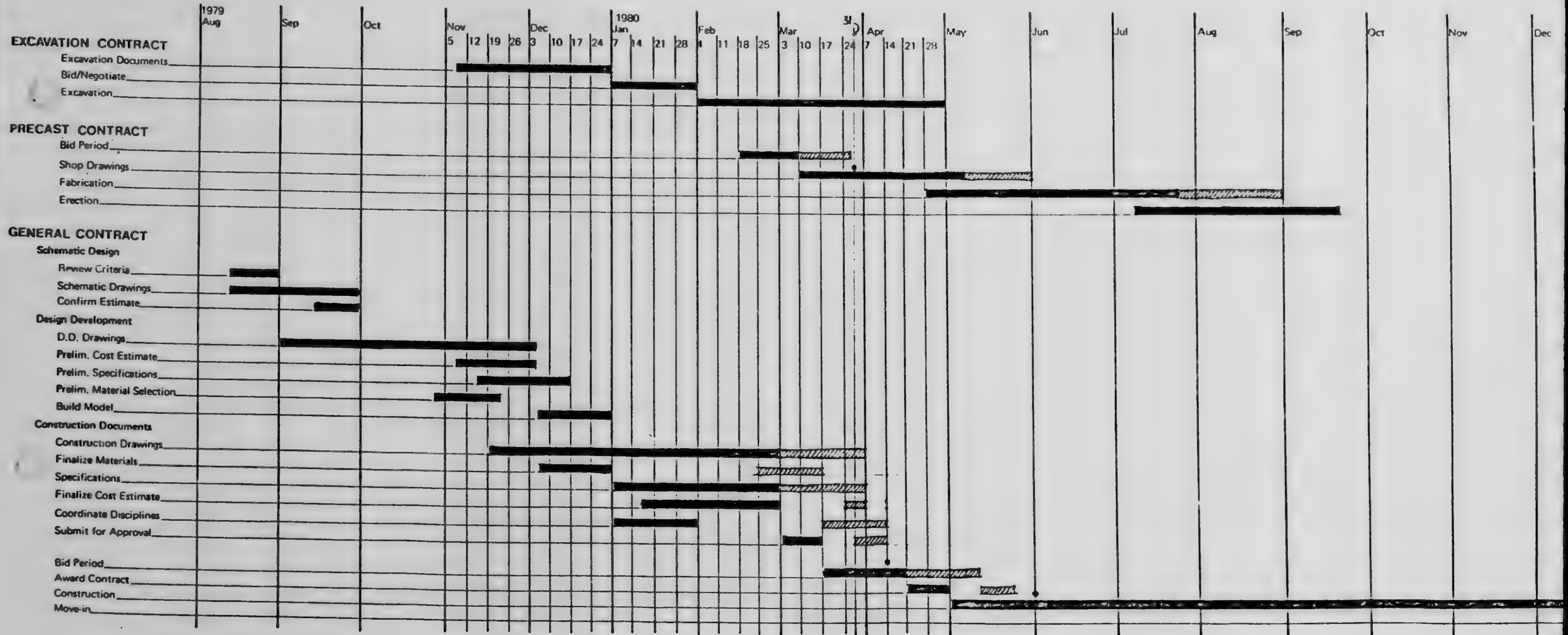
dlh

BUILDING SCHEDULE

Multnomah County
Oregon

Operations & Maintenance Complex

ZIMMER·GUNSUL·FRASCA PARTNERSHIP



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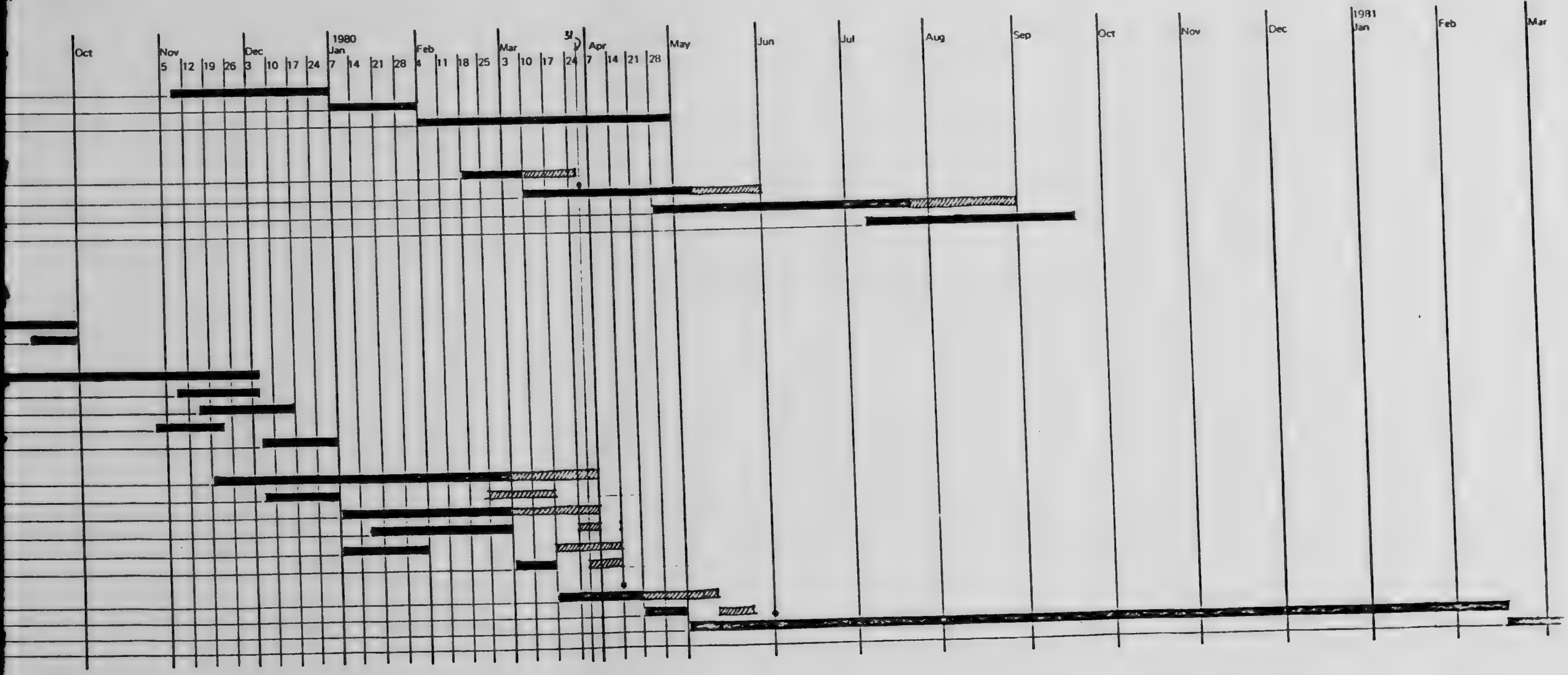
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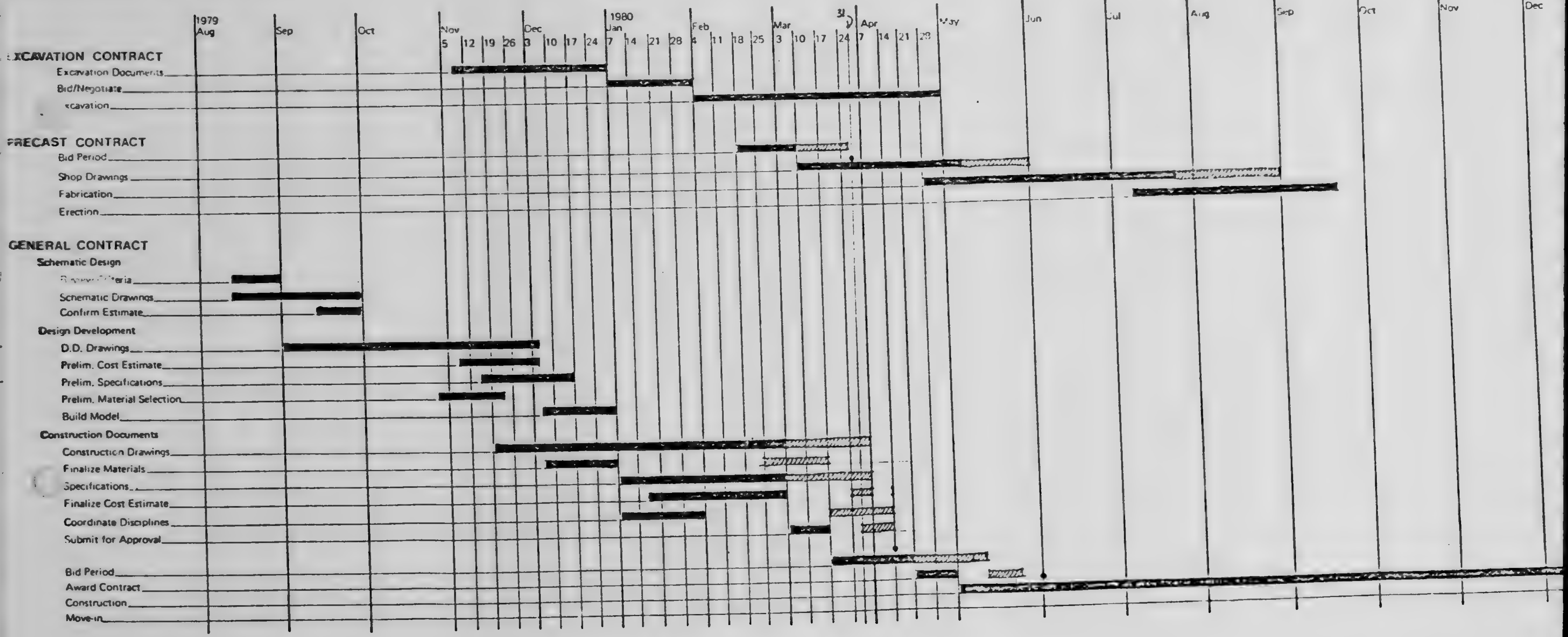
BUILDING SCHEDULE

Multnomah County
Oregon

Operations & Maintenance Complex

ZIMMER·GUNSUL·FRASCA PARTNERSHIP



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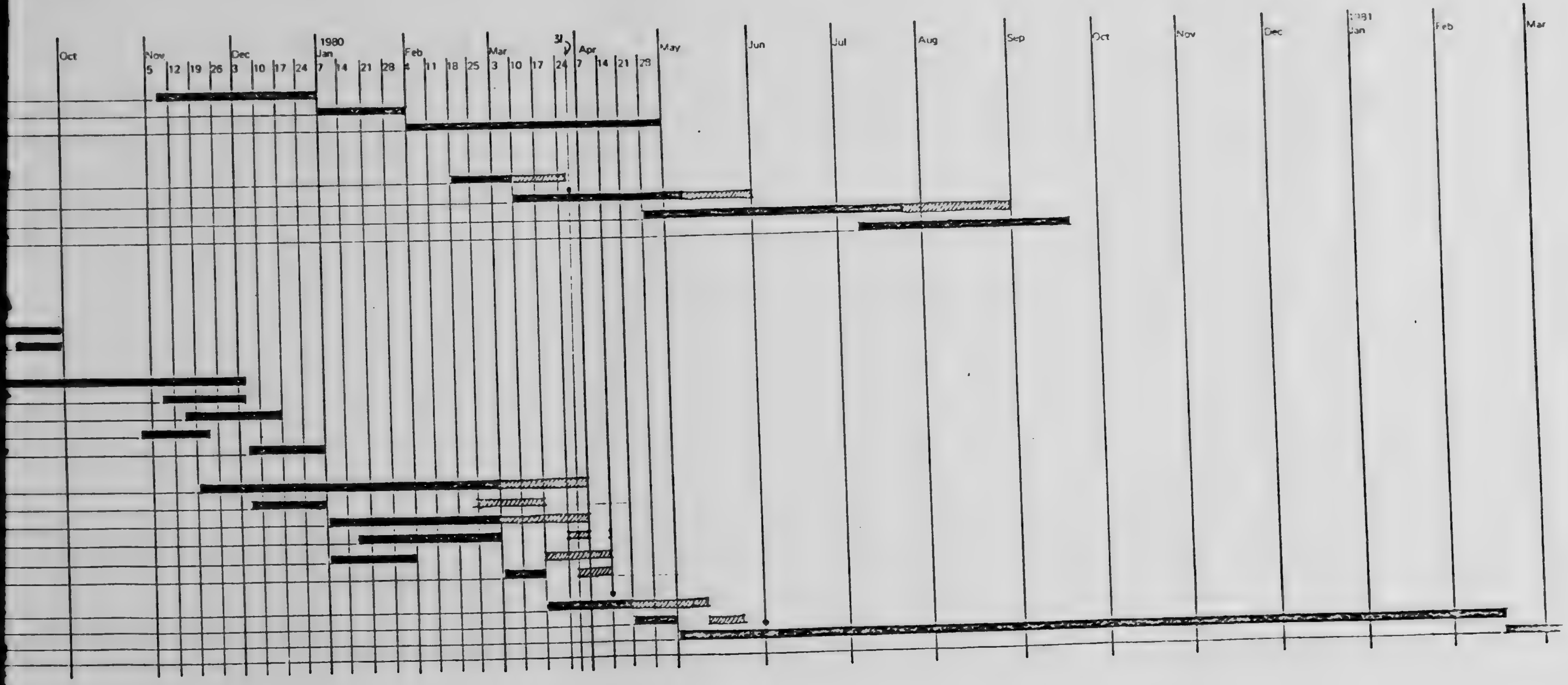
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ROW 12

STATE OF OREGON **INTEROFFICE MEMO**

Highway
DEPT.

378-6299
TELEPHONE

TO: Vern Skoog
Highway Controller

DATE: March 20, 1980

FROM: J. B. Boyd
Right of Way Manager

SUBJECT: Accounting Procedures
Multnomah County Operations
& Maintenance Facilities
File 46993-A
FAP No. I-205-7(8)311
Prefix 626-2565

NOTED
E. S. HUNTER

It has become apparent the absolute necessity of establishing better control over our accounting procedures on the Multnomah County Operations & Maintenance Facilities. We have established the attached prefix, function, objects, and sub-functions with the assistance of Mr. Dick Hacek of your office. We are also in the process of acquiring the services of a fiscal coordinator under Mr. Bob Ellison. The coordinator must track funds to insure that the audit procedures at the end of the project can readily ascertain that charges were properly assessed to all parties. We will assign the proper prefix and other coding on all bills being transmitted to your office. Major Class 10 for formal contracts should be little or no problem; the other charges relating to consultant's fees and back charges to the County are our main concern. As soon as our fiscal coordinator is assigned we will go back and re-assign the new prefixes to old bills.

JBB:jh
attach.

cc: E. S. Hunter ✓
D. H. Moehring)
J. H. Versteeg) Begin use of new prefix
Bob Ellison) April 1, 1980.
Ed Hardt)
Glen Green)

RECEIVED
TECHNICAL SERVICES
MAR 20 '80
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Prefix No.	626-2565	Multnomah County Shops
Function	402	Functional Replacement
Sub-function	12	County Share - Zimmer Gunsul Frasca
	13	State Share - Zimmer Gunsul Frasca
	14	Federal Share - Zimmer Gunsul Frasca
Object Code	001	Construction Engineering - Resident Engineer
	049	Payments to County - Employees Salaries
	050	Consultants - Zimmer Gunsul Frasca
	061	Relocation Payments - Other
	070	Sewer Construction
	072	Relocation Moving Expense - Actual
	167	Design Section
Major Class 10		All Construction Contract Payments

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: 205-7(75)312

STATE PROJECT NO.: See below

PROGRAM NO.:

COUNTY NAME: Multnomah

ITEM NO.: 00062

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator
FHWA - Oregon Division
Salem, Oregon

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

3/14/80
Orig

RECEIVED
STATE HWY ENGR
MAR 14 '80
REFER TO
Moehring
Info | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	3-5-80	STATE ROUTE NUMBER

GENERAL LOCATION:

Multnomah County operations and maintenance facility

GENERAL DESCRIPTION OF WORK:

Functional Replacement (Right of Way)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER *(Specify)* Functional Replacement

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 3-4-80, the plans for the Functional Replacement, phase 2, have been reviewed. Federal participation for this project is limited to 65% of the contract cost, which is based on pro-rata share of space, until the final building cost distribution is determined., TEC $2,137,500 - Federal Funds $1,389,375.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-5-80	G. K. Hossner	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1975 631-098

1980 SPRR Xing @ SE Lawnfield 9107
Rd. (Grading & Paving)

CdA 6482 10·25·79
RR 972 4-16-79, 10-23-80

9107 1-24-83

nig cc: OSHD (Co .er)

U. EPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATE COPY

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Clackamas	DIVISION Oregon
DATE OF REPORT 1-24-83	REPORT MADE BY W. M. Herron, Engineer Trainee, for Thomas P. Lowe, Area Engr		PROJECT NO. RRO-RRP-000S(108
COMPLETION DATE 12-29-80	ACCEPTANCE DATE BY CONTRACT AGENCY 8-3-81	TIME ELAPSED 230/75= 307 %	CONTRACT TIME 75 CD
APPROVED EXTENSIONS 155	LOCATION SPRR X'ing @ SE. Lawnfield Road		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

SPRR CROSSING @ SE. LAWNFIELD ROAD
CLACKAMAS COUNTY ROAD
Grade Crossing Protection

The project included the installation of flashing lights, automatic gates, pavement marking, widening of Lawnfield Road in the vicinity of the SPRR crossing, and miscellaneous drainage structures. The project was reviewed in the field.

A contract time extension of 155 calendar days was granted due to delays associated with obtaining approval of railroad protective insurance by the contractor.

The final cost estiamte of $173,900 overran the original of $160,300 by 8 percent.

The project was completed in accordance with the Federal-aid program.

--- WMH ---

NOTED
W. E. SCHWARTZ

OY
2/4

RECEIVED
STATE HWY ENGR
FEB 4 '83
REFER TO Kanney
FOR

Info	Inves	R/D	D/R	Sign	Act	File

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Signed by Thomas P. Lowe		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer Glenn K. Hossner	
TITLE Area Engineer	DATE 1-24-83	TITLE Field Operations Engineer	DATE 2/3/83

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

9107

FILE COPY

* TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 4-94	.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Clackamas
MODIFICATION NUMBER 1	4/7/82	Project Number RRO-RRP-000S(108)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 19, 19 79, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	104,000.00(685) $ ~~59,182.00(139)~~	104,000.00(685) $ ~~74,434.00(139)~~
Federal funds	93,599.00(685) $ ~~53,263.00(139)~~	93,599.00(685) $ ~~66,990.00(139)~~
Other revisions		

This modification is made for the following reasons: to include increase in Railroad Signal costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 7th day of April, 19 82.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

PROGRAM MANAGEMENT ENGINEER
(Title)

XXXBy FOR: H.S. COULTER, P.E.

STATE HIGHWAY ENGINEER
(Title)

By ______

______
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______
(Division Administrator)
FOR: DALE E. WILKEN

Form PR-2A
(Rev. 10 75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon April 6, 1982

Federal-Aid Project
No. RRO-RRP-000S(108)

SPRR X'ing at S.E. Lawnfield Rd.
County Road in Clackamas County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$ 6,000.00
	TOTAL	$ 6,000.00

Type Code Y018

Railroad Signals & Gates (Revised Costs)	All Required	$91,752.00
	SUBTOTAL	$91,752.00
	Engineering	7,174.00
	TOTAL	$98,926.00

Type Code 6201
Roadway (Sta. 8+50 to Sta. 12+00)

Total the same as previous estimate of May 6, 1980	$73,508.00

Length of Roadway --------- 0.066 mi.
Cost of Roadway Per Mile---$1,113,757.58

SUMMARY OF FUNDS

Description	Appn Code	Total Cost	Federal Funds	PUC Funds
Preliminary Engineering	685	$ 6,000.00	$ 5,400.00	$ 600.00
Signals & Gates	685	98,000.00	88,199.00	9,800.00
Signals & Gates	139	926.00	833.00	93.00
Roadway	139	73,508.00	66,157.00	7,352.00
TOTAL		$178,434.00	$160,589.00	$17,845.00

Group 1 Code 685 58%; Group 2 Code 139 42%
Contract No. 9107
Prefix: 203-1956
Prefix: 203-1015
Note: Code 685 is fixed amount.

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	ate Oregon
MONTHLY TRANSACTION NUMBER 5-151 & 5-156		
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Clackamas
MODIFICATION NUMBER	1	Project Number RRO-RRP-000S(108)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 19, 19 79, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 85,924	$ 163,182
Federal funds	$ 77,331	$ 146,862
Other revisions		

This modification is made for the following reasons: To include contract costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 14th day of May, 19 80.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

By For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G.L. Green

Form PR-2A
(Rev. 10 75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon, May 6, 1980

Federal Aid Project
No. RRO-RRP-000S(108)

S.P.R.R. X'ing at S.E. Lawnfield Rd.
County Road
Clackamas County

Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required	$ 6,000.00
	Total	$ 6,000.00

Type Code Y018

Railroad Signals & Gates	All Required	$76,500.00
	Subtotal	$76,500.00
	Engineering	7,174.00
	Total	$83,674.00

Type Code 6201
Roadway (Sta. 8+50 to Sta. 12+00)

Mobilization	All	Required		$ 3,325.00
Temporary Protection and Direction of Traffic	All	Required		1,800.00
Temporary Signs	125	Sq.Ft.	5.20	650.00
Temporary Barricades	2	Each	110.00	220.00
Flagmen	120	Hour	23.00	2,760.00
Earthwork	All	Required		4,700.00
Aggregate Base	260	Ton	12.30	3,198.00
Class "B" Asphalt Concrete	255	Ton	36.00	9,180.00
48-inch Culvert Pipe	18	Lin.Ft.	83.00	1,494.00
12-inch Sewer Pipe	60	Lin.Ft.	31.50	1,890.00
24-inch Sewer Pipe	66	Lin.Ft.	32.00	2,112.00
Installing 24-inch Pipe Under R.R.	All	Required		17,980.00
Concrete Manholes	1	Each	1,300.00	1,300.00
Special Manholes	1	Each	5,000.00	5,000.00
Guard Rail, Type 2	38	Lin.Ft.	56.00	2,128.00
Rail End Pieces, Type "B"	4	Each	92.00	368.00
Adjusting Manholes	2	Each	280.00	560.00
				$58,665.00

Oregon State Highway Division
Salem, Oregon, May 6, 1980

Federal Aid Project
No. RRO-RRP-000S(108)

Anticipated Items		
Railroad Protective Cost	All Required	$ 5,600.00
Permanent Pavement Striping	All Required	500.00
		$ 6,100.00
	Subtoatal	$64,765.00
	Engineering	8,743.00
	Total	$73,508.00

Length of Roadway - - - - - - - - - - - - 0.066 mi.
Cost of Roadway Per Mile - - - - - - - - - $1,113,757.58

SUMMARY OF FUNDS (90%)

Description	Total Cost	Federal Funds	PUC Funds
Preliminary Engineering APPn. Code 635	$ 6,000	$ 5,400	$ 600
Railroad Signals & Gates APPn. Code 635	83,674	75,306	8,368
Roadway APPn. Code 635	14,326	12,893	1,433
APPn. Code 130	59,182	53,263	5,919
Total, APPn. Code 635	$104,000	$ 93,599	$10,401
Total, APPn. Code 130	$ 59,182	$ 53,263	$ 5,919
TOTAL	$163,182	$146,862	$16,320

Group 1: Code 635 634; Group 2: Code 130 403
Contract No. 9407
Prefix: 003-1956
Prefix: 003-1917

NOTE: [illegible]

9107

L.

August 13, 1981

American Insurance Company
121 S.W. Salmon Street
Suite 900
Portland, OR 97204

CON 5
#9107

Gentlemen:

On August 4, 1981, we wrote to you concerning release of final payment on Contract No. 9107 awarded to Riedel International, Inc. for work on the SPRR Crossing at S.E. Lawnfield Road in Clackamas County.

Final payment on this contract is $1,600 and the total contract amount is $66,733.24 including $1,180.20 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

jas
cc: Riedel International, Inc.
3510 S.W. Bond
Portland, OR 97201

Corroon & Black of Oregon
1600 S.W. Fourth Avenue
Portland, OR 97201

bc: C. T. Keasey
Walt Hart
E. L. Hardt

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Sims Electric, Inc. No. 9177	Coos Bay/Roseburg Hwy. @ 2nd St. (Coquille) Coos County	July 14, 1981
Sims Electric, Inc. No. 9155	Ore. Coast Hwy. @ 4th St. (Tillamook) Tillamook County	July 16, 1981
Wildish-Corvallis Construction Co. No. 9040	SPRR X'ing @ Granger Benton County	July 20, 1981
Salem Road & Driveway Co. No. 9159	12th St.SE-Ewald Ave.SE (Salem) Marion County	July 31, 1981
Riedel International No. 9107	SPRR X'ing @ SE Lawnfield Rd. Clackamas County	August 3, 1981
D Mc D Corp. No. 9256	Enterprise Rock Production Wallowa County	August 3, 1981
Rock Process, Inc. No. 9280	Meacham Rock Production Umatilla & Union Counties	August 3, 1981
Morse Bros. Contractors, Inc. No. 9002	Siuslaw River-Walton Lane County	August 4, 1981
Wisar Const. Co., Inc. No. 9057	Little Butte Creek Bridge Jackson County	August 4, 1981
Harry Claterbos Co. J.V. No. 8949	S.Unit, Astoria-Camp Rilea Clatsop County	August 5, 1981
R & R Excavating Co.,Inc. No. 9146	NE 33rd Ave.@ NE Broadway & SE 139th Ave. @ SE Stark St. (Portland) Multnomah County	August 6, 1981

August 6, 1981

CT Keasey

C. T. Keasey
Asst. State Highway Engineer

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION S.P.R.R. X'ing @ Lawnfield Rd.	WEEK ENDING 4/18/81	SECTION PREFIX 203-1015
HIGHWAY County Road	COUNTY Clackamas	
NAME OF JOB	KIND OF WORK Grading & Paving	
CONTRACTOR Riedel International	CONTRACT NUMBER 9107	FEDERAL AID PROJECT NUMBER RRO-RRP-000S(8)
DATE OF CONTRACT 5/2/80	DATE WORK STARTED 10/20/80	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN 0 SUPERVISION	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 230	WORK DAYS USED CALENDAR DAYS USED 230
PROJECT AUTHORIZATION $ 160,335.78	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 100
EXCLUSIVE OF ENGINEERING $ 147,621.93	ENGINEERING AUTHORIZATION $ 12,713.85	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 147,826.70	ENGINEERING COST TO DATE $ 11,994.77	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT OVERRUN ~~UNDERRUN~~ 0.1 %	PERCENT OF AUTHORIZATION 94 %	DATE PROJECT WAS COMPLETED 12/29/80

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT L PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Showers	0		
MONDAY	Fair	0		
TUESDAY	Cloudy	0		
WEDNESDAY	Showers	0		
THURSDAY	Fair	0		
FRIDAY	Clear	0		
SATURDAY		0		

K RECEIVED
APR 20 1981
CONSTRUCTION BRANCH

Richards
Berg
[illegible]
Wittner
[illegible]
Church

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

4-8-81

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. RRO-RRP-000S(108)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 71569

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3/3/81

8. FEDERAL ROUTE NUMBER Non Federal aid

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
SPRR X'ing #C-760.80 at Lawnfield Road

11. GENERAL DESCRIPTION OF WORK
Salvage and reinstall chain link fence and construct gravel approach

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 3/3/81, as requested in Mr. Keasey's letter of 3/17/81 as being in the public interest for the use of County Forces to proceed with the above work. State Force Order No. 5 representing work done by Clackamas County is approved for TEC NTE $1,000 Federal Funds $900.

RECEIVED
STATE HWY ENGR
APR 10 '81
REFER TO
[illegible]
FOR

14. DATE 4/8/81

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: S.P.R.R. X'ing @ Lawnfield Rd.

WEEK ENDING: 4/18/81

SECTION PREFIX: 203-1015

HIGHWAY: County Road

COUNTY: Clackamas

NAME OF JOB:

KIND OF WORK: Grading & Paving

CONTRACTOR: Riedel International

CONTRACT NUMBER: 9107

FEDERAL AID PROJECT NUMBER: RRO-RRP-000S(8)

DATE OF CONTRACT: 5/2/80

DATE WORK STARTED: 10/20/80

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK

MEN: 0 SUPERVISION

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 230

CALENDAR DAYS USED: 230

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 100

PROJECT AUTHORIZATION: $ 160,335.78

EXCLUSIVE OF ENGINEERING: $ 147,621.93

ENGINEERING AUTHORIZATION: $ 12,713.85

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 147,826.70

ENGINEERING COST TO DATE: $ 11,994.77

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT OVERRUN ~~UNDERRUN~~: 0.1 %

PERCENT OF AUTHORIZATION: 94 %

DATE PROJECT WAS COMPLETED: 12/29/80

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT L PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Showers	0		
MONDAY	Fair	0		
TUESDAY	Cloudy	0		
WEDNESDAY	Showers	0		
THURSDAY	Fair	0		
FRIDAY	Clear	0		
SATURDAY		0		

K
RECEIVED
APR 20 1981
CONSTRUCTION BRANCH

Richards
Berg
Widner
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No Activity
MONDAY	N/A
	N/A
WEDNESDAY	N/A
THURSDAY	N/A
FRIDAY	N/A
SATURDAY	N/A

REMARKS

Office work on Semi-Final

SIGNED W.E. Hoffman Res. Engr. LOCATION Portland

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

[illegible]

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

4-8-81

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
RRO-RRP-000S(108)

2. STATE PROJECT NO.
See below

2A. COUNTY NAME
Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
71569

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE
3/3/81

8. FEDERAL ROUTE NUMBER
Non Federal aid

9. STATE ROUTE NUMBER
County Road

10. GENERAL LOCATION:
SPRR X'ing #C-760.80 at Lawnfield Road

11. GENERAL DESCRIPTION OF WORK
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12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON A XXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 3/3/81, as requested in Mr. Keasey's letter of 3/17/81 as being in the public interest for the use of County Forces to proceed with the above work. State Force Order No. 5 representing work done by Clackamas County is approved for TEC NTE $1,000 Federal Funds $900.

RECEIVED
STATE HWY ENGR
APR 10'81
REFER TO
[illegible]
FOR

14. DATE
4/8/81

15. SIGNATURE OF APPROVING OFFICIAL
G K Hassan

16. TITLE
for Division Administrator

FORM PR-1240 (Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
[illegible]

November 5, 1980

In Reply Refer to
File No.: CON 5 #9107

Riedel International, Inc.
Post Office Box 3320
Portland, OR 97208

Re: Time Extension Request
S.P.R.R. X'ing @ S.E. Lawnfield Road
FAP No. RRP-000S(8)
Contract No. 9107

Gentlemen:

Your request for additional contract time on the above project has been carefully reviewed. A contract time extension of 155 calendar days is granted due to delays associated with obtaining approval of railroad protective insurance. We would point out that a more diligent effort on your part may have allowed work to start earlier.

Sincerely,

C. T. Keasey
Assistant State Highway Engineer

By O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

OBJ:fr

cc: H. S. Coulter (w/att.)
Ed Hardt "
Willard Hoffman "
FHWA "
Robert Church

RECEIVED
STATE HWY ENGR
NOV 5 - '80
REFER TO

FOR

Info	Inves	[illegible]	[illegible]	Sign	Act	File

Form 734-3122

STATE OF OREGC

INTER FFICE MEMO

TO: BRYANT JACKMOND
Contract Administration Engineer

DATE: October 30, 1980

FROM: Marion Craft
MARION CRAFT
Region Construction Engineer

SUBJECT: SPTC X'ING @ SE LAWNFIELD RD.
Contract No. 9107
Time Extension Request

Attached is a time extension request from Riedel International, and an analysis and recommendation from Wayne Schulte, Asst. Resident Engineer.

The contractor is asking for the amount of time set up in the contract (75 calendar days), starting at the time he finally received railroad insurance (October 15, 1980). Wayne give a good summary and chronological list of pertinent dates.

I believe granting the 75 days as requested is the least we can do, and as the contractor mentions in one of his letters, bad weather could slow up the project.

My recommendation is to grant a 155 day time extension.

11-5-80

Concur with Resident & Region, although it does appear that the contractor could have been more efficient in obtaining & providing R.R. insurance.

Jackmond

MC/gw
Attachment
cc: W. E. Hoffman

Keesey
Jackmond
Hopkins
Williams
Johnsen
Glenn

RECEIVED
OCT 31 1980
CONSTRUCTION BRANCH

Richards
Berg
Inloes
Widmer
Gebauer
Church

ontains
ecycled
Materials
125-1387

5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Portland, Ore. 97266
Oct. 24, 1980

FILE:

SO REGION I RBI
TO

FROM: Wayne Schulte
Asst. Res. Engr.

TO: Marion Craft
Region Construction Engr.

SUBJECT: Time Extension Request
S.P.R.R. X'ing @ S.E.
Lawnfield Rd.
Contract No: 9107

Attached is a time extension request from Riedel International, prime contractor, on above project. They are requesting 75 calendar days be granted from October 15, 1980 to complete the contract. October 15 is the date they received final railroad insurance approval.

Contract work has never begun due to the lengthy process involved in acquiring Southern Pacific's approval of the insurance documents. The contractor would like the time extension to cover time equal to that authorized in the contract (75 calendar days).

We have listed below pertinent dates related to this request:

Contract Awarded	May 2, 1980
Contractor applied for R.R. Insurance	May 12, 1980
Calendar Day Count Began	May 14, 1980
Contractor Rec'd copy of Ins. Policy from Agent	June 3, 1980
Pre-Construction Conference Held	June 4, 1980
Res. Engr. Rec'd R.R. Ins. Policy from Contractor	June 5, 1980
Submitted Policy to R.R. & Utility Engr.	June 6, 1980
Submitted Policy from Salem to Southern Pacific	June 17, 1980
Contract Time Expired	July 27, 1980
Rec'd R.R. Insurance Approval	July 29, 1980
R.R. Insurance Expired	Aug. 14, 1980
Southern Pacific requested change in Insured name from S.P.R.R. to S.P.T.C.	Sept. 3, 1980
Delivered Request to Contractor	Sept. 3, 1980
Rec'd Endorsements Changing Name of Insured and Extending Coverage Date	Sept. 9, 1980
Rec'd Approval for Endorsements	Oct. 15, 1980
Notified Contractor of Approval	Oct. 15, 1980

This listing shows the contractor would only have been permitted to perform work during the 29 July - 14 August period. Since the contractor has to make arrangements for his subcontractor and the railroad inspector to be available, the 16 days were apparently felt to be insufficient time to start work.

As of this writing the contractor expects to begin work on Monday 27 October. This means his activities will be performed, in all probability, during the rainy season instead of the dry summer months. This project is in an extremely wet area and work will include installation of pipe under the railroad tracks. It will most certainly involve pumping out a large amount of water from the work area and in general slow down the contractor's operations.

Based on the overall status of this project it is our recommendation the contractor be granted a 155 calendar day time extension. Contract time will then expire on December 28 (75 days after railroad insurance approval was obtained).

Wayne Schulte
Wayne Schulte
Asst. Res. Engr.

Attachments

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. Robert Gormsen
Manager, Commission Services

DATE: October 23, 1980

FROM: Roger D. Trygstad
Railroad & Utility Engineer

RD Trygstad

RAILROAD COMPANIES
FILE No. 972

SUBJECT: Time Extension
Service Contract No. 79-1
Crossing No. C-760.80
Lawnfield Road
Clackamas County
ODOT Agreement No. RR-972

Attached is the State's fully-executed counterpart of an extension to Service Contract No. 79-1 between the Southern Pacific Transportation Company and the Oregon Department of Transportation, Highway Division calling for the installation of grade crossing protection devices at the subject location. The original Service Contract had an expiration date of August 31, 1980. This document extends the Service Contract until December 31, 1981. The terms of the Service Contract were not effected in any other manner.

RDT/vlw
Attach.

cc: G. L. Green, FHWA - w/copy of extension
C. T. Keasey - w/copy of extension
J. B. Boyd
J. L. Sollis
V. E. Skoog - w/copy of extension
Dick Bladorn - w/copy of extension
D. E. Swan - w/2 copies
E. L. Hardt - w/copy of extension
Willard Hoffman - w/copy of extension

Contains
Recycled
Materials
81-125-1387

L.

STATE OF OREGON **INTEROFFICE MEMO**

Railroad & Utilities — DEPT
378-6511 — TELEPHONE

TO: ✓H. S. Coulter
State Highway Engineer

DATE August 12, 1980

FROM: Roger D. Trygstad
Railroad & Utility Engineer

SUBJECT: SXF 1173
Crossing No. C-760.8

NOTED
H. S. COULTER

BUILDING

Attached is a copy of Order No. 80-579 issued by the Public Utility Commissioner on August 6, 1980, relative to the above-subject matter.

RDT:csr
Attachment
cc: Richard Arnold, FHWA
E. S. Hunter
C. T. Keasey
R. L. Schroeder
E. L. Hardt
M. Payne
Willard Hoffman
R. P. Hamilton
J. L. Sollis
Bob Judson

RECEIVED
STATE HWY ENGR
AUG 12 '80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

ORDER NO. 80-579

ENTERED August 6, 1980

PUC CROSSING NO. C-760.8
DOT CROSSING NO. 759 770 W

BEFORE THE PUBLIC UTILITY COMMISSIONER
OF OREGON

SXF 1173

In the Matter of the Investigation on)
the Commissioner's own Motion, pursuant)
to ORS 763.030, into the need for)
safety improvements at the railroad-)
highway grade crossing of Lawnfield) ORDER
Road and the tracks and right-of-way)
of Southern Pacific Transportation)
Company, Main Line, near Clackamas,)
Clackamas County, Oregon.)

By PUC Order No. 80-491, dated June 30, 1980, a formal proceeding was instituted to effect certain alterations at the existing railroad-highway grade crossing of Lawnfield Road, a road under the jurisdiction of Clackamas County, and the main track, siding track, drill track, industry spur track, and the right-of-way of Southern Pacific Transportation Company, Main Line, near Clackamas, Clackamas County, Oregon.

Mutual agreement by all parties in interest to the alterations set forth herein has been reached. The parties in interest in this matter were set forth in Order No. 80-491.

Currently, Lawnfield Road is a paved road 20 feet in width consisting of two 10-foot travel lanes. The road crosses the tracks in an east-west direction. The road is basically straight but in the middle of the crossing there is a slight bow to the south. There are four tracks at the crossing consisting of, from east to west, an industry spur track, drill track, siding track and main track. The railroad switch for the industry spur track is located in the crossing surface area. The switch stand lies northerly of the crossing and the industry spur track swings away from the drill track southeasterly of the crossing. Present average daily traffic volume on Lawnfield Road is 1,800 vehicles and is expected to increase within five years to 2,500 vehicles per day. There have been three reported train-vehicle accidents at this crossing in the past ten years. No injuries resulted from these accidents.

RECEIVED
AUG 12 1980
RR & UTILITY UNIT

It is proposed to widen the roadway to a width of 36 feet. It will consist of two 12-foot paved travel lanes and two 6-foot paved shoulders. The road will be straightened through the crossing as part of the project. It is further proposed to install flashing light signals and automatic gates to replace the existing crossing protection which consists of crossbucks and vehicle stop signs.

The proposed installation of automatic protective devices will provide improved warning to motorists and pedestrians of impending railroad movements.

Due consideration has been given to all representations in this proceeding. No matters within the scope of ORS Chapter 763 are in issue, and no hearing will be required.

The Commissioner finds that the signalization proposed herein is required by the public safety, convenience and general welfare, and that it is appropriate to authorize the expenditure of funds from the State Grade Crossing Protection Account as provided by ORS 763.270, in the amount agreed upon by the parties.

Based upon the investigation, on-site meeting and the files of the Commissioner, it is found that the crossing should be altered as ordered below.

IT IS THEREFORE ORDERED that:

1. The subject grade crossing shall be altered as set forth herein.

2. Clackamas County shall:

   a. Construct and realign that portion of the road lying outside lines drawn two feet outside each rail of each track at the crossing to accommodate a road 36 feet in width, consisting of two 12-foot paved travel lanes and two 6-foot paved shoulders, and bear 10 percent of the cost thereof;

   b. Bear 10 percent of the cost of constructing that portion of the crossing lying between lines drawn two feet outside each rail of each track at the crossing from the existing width of 20 feet to a width of 36 feet;

c. Subject to reimbursement as provided herein, furnish and install standard urban-type guardrail adjacent to each set of signals installed at the crossing, the face of the guardrail to be not less than 18 feet from the roadway centerline;

d. Establish and maintain a "NO PARKING" zone on each roadway approach to the crossing extending from the crossing to a point 130 feet in advance of the crossing, and bear all the cost thereof;

e. Furnish, install and maintain standard advance warning signs and advance warning pavement markings at appropriate locations on each roadway approach to the crossing, and bear all the cost thereof;

f. Furnish, install and maintain a stop clearance line on each side of the tracks at the crossing at a point one foot in advance of each automatic gate signal, and bear all the cost thereof; and

g. Maintain the guardrail ordered herein and maintain that portion of the crossing lying outside lines drawn two feet outside each rail of each track at the crossing, and bear all the cost thereof.

3. Southern Pacific Transportation Company shall:

a. Construct that portion of the crossing lying between lines drawn two feet outside each rail of each track at the crossing to accommodate a paved road 36 feet in width, and bear the cost of that portion which constitutes renewal of the existing crossing surface;

b. Subject to reimbursement as provided herein, furnish and install two Commissioner's Standard No. 2 flashing light signals, equipped with gongs and multiple track signs, and two Commissioner's Standard No. 4 automatic gates, each set of signals to be located not less than 15 feet from the nearest track centerline and not less than 24 feet from the roadway centerline, and to be activated by predictor-type devices on the main and passing tracks and by island track circuits supplemented with railroad STOP signs on the drill track and industry spur track;

c. Subject to reimbursement as provided herein, furnish and install railroad STOP signs at appropriate locations at the crossing as follows:

Drill Track -- Northerly side of the crossing,

Industry Spur Track -- Southerly side of the crossing;

d. Issue instructions by timetable bulletin, timetable instruction or other appropriate means to railroad operating personnel, stating that all northerly (railroad east) railroad movements on the drill track shall stop southerly of the crossing and not proceed until the automatic gate signals are in a down position. Such instructions will be published and will be in effect at all times hereafter; and

e. Maintain the automatic signalization, circuitry, multiple track signs and railroad STOP signs ordered herein, and maintain that portion of the crossing lying between lines drawn two feet outside each rail, and bear all the cost thereof.

4. Each party shall notify Pacific Northwest Bell Telephone Company and Northwest Natural Gas Company at least 48 hours in advance of commencing any construction work in the crossing area.

5. Each party shall notify the Commissioner upon completion of its portion of the project.

6. Oregon Department of Transportation, Highway Division, shall bear 90 percent of the cost of constructing the crossing from a width of 20 feet to a width of 36 feet and of furnishing and installing the automatic signalization, circuitry, multiple track signs, railroad STOP signs, and guardrail ordered herein.

7. Pursuant to ORS 763.270, the Grade Crossing Protection Account of the State of Oregon shall bear 10 percent of the cost of furnishing and installing the automatic signalization, circuitry, multiple track signs, railroad STOP signs, and guardrail ordered in paragraphs 3.b., 3.c., and 2.c. above.

8. Upon completion of the work ordered in paragraphs 2.c., 3.b. and 3.c. above, Clackamas County, Oregon Department of Transportation, Highway Division or Southern Pacific Transportation Company, whichever advances a share of the cost apportioned to the Grade Crossing Protection Account, shall present its claim for reimbursement for the Commissioner's approval. The best estimate of the cost of the protective devices ordered herein is $80,000.

9. The investigation initiated by Order No. 80-491, entered June 30, 1980, is hereby terminated.

Made, entered and effective 8/6/80.

JOHN J. LOBDELL
Public Utility Commissioner

es/4866F2

4-25-80

Bernie Straight says
County will accept (grudgingly)
this project and will submit
Power of Atty. today.

Date 4-14-8

Subject [illegible]

Received (call)

Address

Made (call) (vis

Reason for contac

le No.

ione [illegible]

5-2-80
Power of Atty
received. Contract
awarded today.
Notified Jon.

[illegible] t requested

From [illegible] County [illegible]

[illegible] Amount was [illegible] 10% of $1,300 New Estimate

is for [illegible] of $70,6[illegible] County [illegible]

[illegible] 2 [illegible]

ok. Told Jon [illegible]

who [illegible]

4-18-80
Notified Dennis that we had an extension
of time to May 1st.

Signature [illegible]

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PMF LGE OPE FAE CCE OM Other

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
DES 6

April 3, 1980

TO: Mr. G. L. Green
Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

NOTED
E. S. HUNTER

SUBJECT: S.P.R.R. X'ing at S.E. Lawnfield Road
Project No. RRO-RRP-000S(108)
Tentative Concurrence in award

Tentative concurrence is requested in the award of contract for the subject project. This bid was received on March 27, 1980 with Riedel International of Portland submitting the low bid in the amount of $58,665.00. The low bid is $7,756.00 or 15.2% over our Engineer's estimate of $50,909.00. Two other bids were received in the amounts of $68,858.00 and $72,514.00.

After review of our estimate, we find that our Engineer's estimate should have been higher on the following bid items:

Bid Item	Item	Engineers Estimate	Adjustment	Amount
2.	Temporary Protection	$1,000	$500	$500
6.	Earth Work	3,500	300	300
7.	Aggregate Base	(260 Ton $10)	2.50	650

We find that the haul should have been $.25 higher per cu. yd. mi.

8.	Class "B" Asp. Conc.	(255 ton $32)	$200	$510

There was a big increase for asphalt cement base price after our estimate was made on February 15, 1980 that didn't get included in our estimate.

12.	24" Pipe under RR	$15,000	$2,500	$2,500

RECEIVED
TECHNICAL [illegible]
APR 11 '80
REFER TO
FOR
Info | Inv | R/D | [illegible] | [illegible] | Act | File

Form 734-3122

We failed to allow sufficient cost in our estimate for site preparation in this small installation.

14.	Special Manhole	$ 2,500	$2,500	$2,500

In making the estimate for this manhole we mis-read the plans as to the overall depth.

Total Amount of Adjustments $6,960

With the above mentioned adjustments added to the published estimate we have a total for a revised estimate of $57,869.00 which is within 1.4% of the low bid.

We feel it is in the public interest to award this project to the low bidder because we believe we have as low a bid as we would get if we did readvertise. We received 3 bids that are close together in their total amounts; five bids per project was the average number of bidders at this bid opening.

DAR:bke
cc: E.S. Hunter
E.L. Johnson
J.H. Versteeg

This Project needs an additional funding auth. of TEC $8,804 FF $7,923 from Appr. Code 685.

March 31, 1980

COM 4

Clackamas County
Public Works Department
902 Abernathy Road
Oregon City, Oregon 97045

Attn: Bernard L. Straight
Traffic Engineer
Operations Division

Gentlemen:

On March 27, 1980, the lowest of 3 bidders on the widening of Lawnfield Road through the Southern Pacific Mainline Railroad Crossing was Riedel International, 3510 S.E. Bond Road, Portland Oregon 97201, which bid is approximately 15% greater than our estimate. Since this is above the 10% limit it will be your responsibility to either accept or reject the project. If the County does decide to proceed with the project the following advance deposit is required from the County.

	COUNTY	STATE GRADE XING FUNDS
Bid Items	$56,169.00	$ 2,496.00
Railroad Protective Costs	$ 5,600.00	
Other Railroad Costs		$76,500.00
Permanent Pavement Striping	500.00	
6 1/2% Contingencies	2,802.11	3,554.82
9% Engineering	5,604.21	7,109.64
ESTIMATED TOTAL COST	$70,675.32	$89,660.46

County's Advance Deposit:
10% of $70,675.32 = $7,067.53 or say $7,000.00.

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than April 13, 1980.

The attached sheet defines the three options for making your advance deposit. Please select the option you desire and submit your advance deposit in accordance with the instructions.

Very truly yours,

D. L. Swan
Operation Programming Engineering

FFH:pf

bcc w/AD # 755: Jon Rose, Region M Federal Aid Engineer
Vern Skoog - Please return completed AD # 755 when check is received.

SPRR XING @ S.E. LAWNFIELD ROAD

COUNTY ROAD

CLACKAMAS COUNTY

FAP No. RRP-000S(8)
0.07 Mile Grading and Paving

Bids Received March 28, 1980

1.	Mobilization	Lump Sum	All	Lump Sum	$ 3,400.00 3325
2.	Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	1,000.00 1800
3.	Temporary Signs	Sq. Ft.	125	$ 6.00 5^{20}	750.00 650
4.	Temporary Barricades	Each	2	115.00 110	230.00 220
5.	Flagmen	Hour	120	22.00 23	2,640.00 2760
	ROADWORK				
6.	Earthwork	Lump Sum	All	Lump Sum	3,500.00 4,700
7.	Aggregate Base	Ton	260	10.00 12^{30}	2,600.00 3195
8.	Class "B" Asphalt Concrete	Ton	255	32.00 36	8,160.00 9180
9.	48-inch Culvert Pipe	Lin. Ft.	18	82.50 83	1,485.00 1494
10.	12-inch Sewer Pipe	Lin. Ft.	60	24.00 31^{50}	1,440.00 1890
11.	24-inch Sewer Pipe	Lin. Ft.	66	44.00 32	2,904.00 2112
12.	Installing 24-inch Pipe Under R.R.	Lump Sum	All	Lump Sum	15,000.00 17,980
13.	Concrete Manholes	Each	1	1,500.00	1,500.00 1300
14.	Special Manholes	Each	1	2,500.00	2,500.00 5000
15.	Guard Rail, Type 3	Lin. Ft.	38	50.00 56	1,900.00 2128
16.	Rail End Pieces Type B	Each	4	100.00 92	400.00 368
17.	Adjusting Manholes	Each	2	750.00 280	1,500.00 560
				For Comparison of Bids	$ 50,909.00

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 50,909.00	58,665
Anticipated Additional Items:			
Railroad Protective Costs	$ 5,600.00		
Other Railroad Costs	76,500.00		
Permanent Pavement Striping	500.00		
		82,600.00	
		$135,509.00	141,265
Contingencies (4-1/2%)		6,007.91	6356 93
Engineering (9%)		12,015.81	12,713 85
Estimated Net Authorization, Construction		$151,532.72	166,335 78

4107

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Section, Details & Summary
3	Plan & Profile

3-6-80

STATE

DEPARTMENT

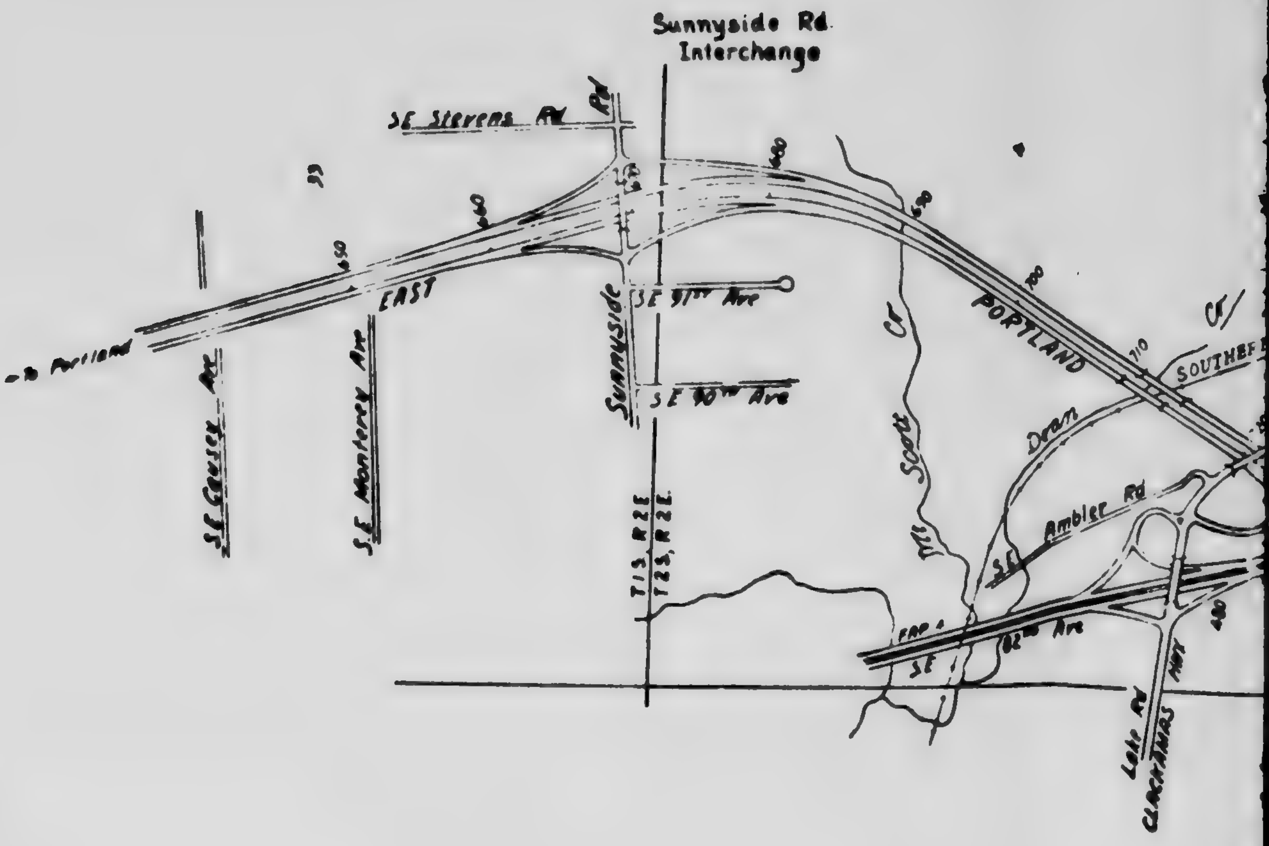
STATE HI

PLANS FO

S.P.R.R. XING AT S.E

CO

CLA



Sunnyside Rd.
Interchange
SE Stevens Rd
Rd
EAST
PORTLAND
→ to Portland
SE 91st Ave
SE 90th Ave
Sunnyside
S.E. Causey Ave
S.E. Monterey Ave
T1S, R2E
T2S, R2E
Scott Cr
Mt. Scott Cr
Cr
Dean
SOUTHE
SE Ambler Rd
FAP 1
SE 82nd Ave
Lake Rd
CLACKAMAS HWY
400
450
500
550
600
650
700
710

APPROVED
DATE 3/6/80
CLACKAMAS COUNTY

TATE OF OREGON

ENT OF TRANSPORTATION

E HIGHWAY DIVISION

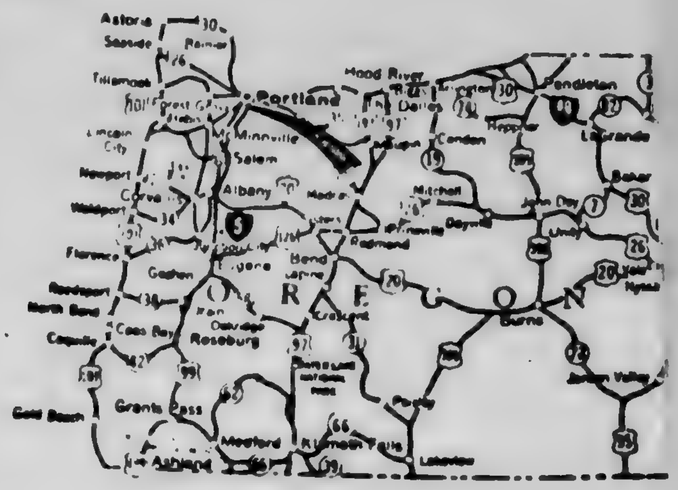
LANS FOR PROPOSED PROJECT

PRELIMINARY COPY
FEB 2 1 1980
SUBJECT TO CHANGE
FINAL DESIGN UNIT

S.P.R.R. XING AT S.E. LAWNFIELD RD. SECTION COUNTY ROAD CLACKAMAS COUNTY			
ROAD No	STATE	PROJECT NUMBER	FISCAL YEAR
10	OREGON		

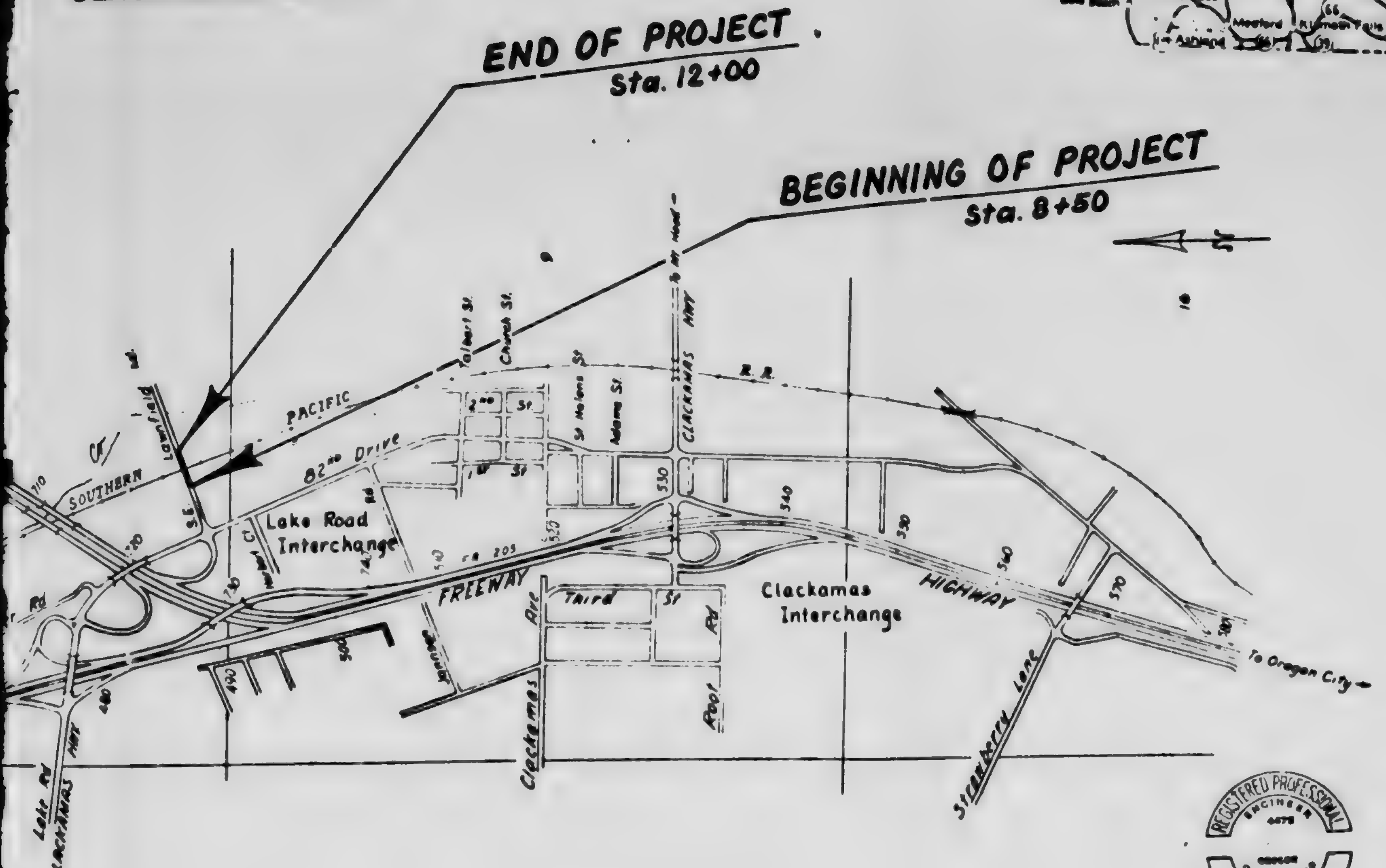
RRO

AS REVISED



Astoria
Seaside
Rainier
Tillamook
Portland
Hood River
The Dalles
Pendleton
Forest Grove
McMinnville
Salem
Lincoln City
Newport
Albany
Corvallis
Waldport
Condon
Heppner
La Grande
Baker
Mitchell
John Day
Madras
Redmond
Florence
Bend
Reedsport
North Bend
Coos Bay
Coquille
Roseburg
Crescent
Burns
Gold Beach
Grants Pass
Medford
Ashland
Klamath Falls
Lakeview
O R E G O N

S.E. LAWNFIELD RD. SECTION
COUNTY ROAD
CLACKAMAS COUNTY



END OF PROJECT
Sta. 12+00
BEGINNING OF PROJECT
Sta. 8+50
SOUTHERN PACIFIC R.R.
S.E. Lawnfield Rd
82nd Drive
Talbert St
Church St
St Helens St
Adams St
CLACKAMAS HWY
Lake Road Interchange
FREEWAY
FA 205
Third St
Clackamas Ave
Pool Rd
Clackamas Interchange
HIGHWAY
Strawberry Lane
To Oregon City
Lake Rd
CLACKAMAS HWY

Sketch Map

Scale 0 800 1600 Feet

REGISTERED PROFESSIONAL ENGINEER
OREGON
OCT 30 1980
H S COULTER

REGISTERED PROFESSIONAL ENGINEER
OREGON
MAY 13, 1980
E. S. HUNTER

H S Coulter STATE HIGHWAY ENGINEER

E S Hunter ASSISTANT STATE HIGHWAY ENGIN

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Tom Walsh	VICE CHAIRMAN
Gordon Coleman	COMMISSIONER
Peter J Brix	COMMISSIONER
Michael P Hollern	COMMISSIONER
Fred B Klaboe	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED

DISTRICT ENGINEER DATE

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
RRO-RRP-000S(108)

STATE PROJECT NO.
see below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO.
71569

COUNTY NAME
Clackamas

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 3'80
REFER TO
FOR
Info | Idves | C | R | Sgn | t | File

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE
3/5/80

FEDERAL ROUTE NUMBER
Non Federal-aid

STATE ROUTE NUMBER
County Road

GENERAL LOCATION:
SPRR X'ing #C760.80 at Lawnfield Road

GENERAL DESCRIPTION OF WORK:
Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER *(Specify)* Program Change
See Below

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 3/5/80 letter I approve the program change changing project sequence number to (108) for the purpose of computer requirements.

DATE
3/5/80

SIGNATURE OF APPROVING OFFICIAL
G. K. Hassner

TITLE
for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1975 [illegible]

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
RO-RRP-000S(8)

STATE PROJECT NO.
see below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO.
71569

COUNTY NAME
Clackamas

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 17 '80
REFER TO
FOR
Info	Inves	R/D	D/R	Sign	A1	File

3/18

DATE PS&E APPROVED
3/5/80

DATE AUTHORIZATION EFFECTIVE
3/5/80

FEDERAL ROUTE NUMBER
Non Federal-aid

STATE ROUTE NUMBER
County Road

GENERAL LOCATION:
SPRR X'ing #C760.80 at Lawnfield Road (SE of Milwaukie) Section

GENERAL DESCRIPTION OF WORK:
Grade and pave

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) R.R. Protective Services $5,600
Permanent Pavement Striping
S.F. $500

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 3/4/80 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $59,030 Federal Funds $53,127.

A signed copy of the Title Sheet is returned herewith.

DATE
3/5/80

SIGNATURE OF APPROVING OFFICIAL
G. K. H

TITLE
for Division Administrator

FORM PR-1240
(REV. 8-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976-631-985

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GOLF CSE CVE BEAVER CR RD     CONT NO         FA PROJ NOS HAS0609001 100
                                 203    1943     296     00 N 9                                                              73.50CR    STATE
                                 203    1943     298     00 N 9                                                              73.50
                                 203    1943     905     00 P 1                                                              81.67
                                                 TOT     P1                                                                  81.67
                                          ** JOB TOTALS **                    **                       **                    81.67   **

SPRR XING 2 SE LAWNFLD MILWKE CONT NO         FA PROJ NOS RRO 00S008 100                                                                STATE
                                 203    1956     296     00 N 9 State                         2,025.00CR                  2,025.00CR
                                 203    1956     298     00 N 9 Fed. Gov.                     2,025.00                    2,025.00
                                 203    1956     901     00 P 1 Loc Eng   25.54                  25.54                    1,397.73
                                 203    1956     905     00 P 1 E. Design                     1,593.05                    2,103.83
                                 203    1956     910     00 P 1 Soils                            280.92                      280.92
                                 203    1956     914     00 P 1 Utility     41.64                213.60                      270.96
                                 203    1956     920     00 P 1 proj + Plan                                                   13.40
                                 203    1956     921     00 P 1 Specs   372.48                   372.48                      372.48
                                 203    1956     922     00 P 1 Admin Serv.                        9.44                        9.44
                                 203    1956     923     00 P 1 Environ                          527.37                      539.77
                                                 TOT     P1              439.66                3,422.40                    4,988.23
                                          ** JOB TOTALS **               439.66    **          3,422.40    **              4,988.23   **   # 498.9
                                                                                                                                         10%
SLEEPY HOLLOW BR #1659        CONT NO         FA PROJ NOS SOS 300005 100                                                                STATE
                                 203    1959     296     00 N 9                                1,130.55CR                 17,100.24CR
                                 203    1959     297     00 N 9                                                              500.00
                                 203    1959     298     00 N 9                                1,130.55                   16,600.24
                                 203    1959     901     00 P 1                                    8.59                   10,561.40
                                 203    1959     905     00 P 1                                  352.30                    1,418.10
                                 203    1959     906     00 P 1                                                               62.71
                                 203    1959     909     00 P 1                                  203.97                      8[illegible]5.81
                                 203    1959     910     00 P 1                                                              245.92
                                 203    1959     911     00 P 1                                                               68.48
                                 203    1959     913     00 P 1                                                               71.75
                                 203    1959     914     00 P 1                                                               75.11
                                 203    1959     918     00 P 1                                                            2,127.76
                                 203    1959     920     00 P 1                                                               12.14
                                 203    1959     922     00 P 1                                                                3.74
                                 203    1959     923     00 P 1                                   25.54                       25.54
                                 203    1959     926     00 P 1                                                            3,740.59
                                 203    1959     926     00 N 1                                                               11.15
                                 203    1959     950     00 P 1                                                               48.55

TOTAL TO DATE JOB COST SUMMARY                                                       FEBRUARY 1980          PAGE  474

DESCRIPTION OF JOB OR DEPARTMENT     PREFIX      FUNCTION   GR  CURRENT MONTH          FISCAL               GRAND TOTAL
                                                                                    YEAR TO DATE             TO DATE
                                                TOT     P1                             590.40                19,347.60
                                                TOT     N1                                                       11.15
                                          ** JOB TOTALS **                    **
```

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 2/26/80
Donald L [illegible]

Mar. 27, 1980 Bid Letting __________ All Clear Deadline

SECTION SPRR X'Ing @ SE Lawnfield Rd. (Clackamas)
Highway ____________
County Clackamas Region 1
Type of Work SP RR Signal Funds RRO
State ___ Consultant ___ Plans Avail. ___ Yes ___ No

DOCUMENTS:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
EIS	☒	☐	☐	☐	☐	
Negative Declaration	☒	☐	☐	☐	☐	
Project Assessment	☒	☐	☐	☐	☐	
Write-off Letter	☐	☐	☐	☐	☐	Non-Major

PERMITS:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Division of State Lands	☒	☐	☐	☐	☐	
D.O.G.M.I.	☒	☐	☐	☐	☐	
Corps of Engineers	☒	☐	☐	☐	☐	
Coast Guard	☒	☐	☐	☐	☐	
Co. Conditional Use	☒	☐	☐	☐	☐	
NPS Air Pollution	☒	☐	☐	☐	☐	
NPS Water Pollution	☒	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	

CULTURAL:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Cultural Survey	☐	☒	☐	☐	☒	
Cultural Salvage	☒	☐	☐	☐	☐	

NOISE:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Noise Study	☐	☒	☐	☐	☒	

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
)-RRP-000S(8)

STATE PROJECT NO
See below

FROM:
G. L. Green, Division Administrator

PROGRAM NO.

ITEM NO.
71569

COUNTY NAME
Clackamas

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 14 '80
REFER TO
Moehring
FOR
Info

3/14/80
Orig

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE
3-4-80

FEDERAL ROUTE NUMBER
Non-Federal-aid

STATE ROUTE NUMBER
County Road

GENERAL LOCATION:
SPRR X'ing #C-760.8 at S.E. Lawnfield Rd.

GENERAL DESCRIPTION OF WORK:
Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER *(Specify)* Program Change - See below

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested by Mr. Swan's PR-9 dated 2-22-80 I approve the program change adding appropriation Code 139 and project prefix RRP. Also, as requested I approve the addition of roadway realignment to the character of proposed work and the revised Preliminary Engineering costs to a TEC of $6,000 with Federal participation limited to $5,400.

(Increas TEC $3,750 FF $3,375).

DATE
2-4-80

SIGNATURE OF APPROVING OFFICIAL
G. K. Hamm

TITLE
for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—721-918

October 25, 1979

AGR 4

Clackamas County
Public Works Department
902 Abernethy Road
Oregon City, OR 97045

MISC. CONTRACTS and
AGREEMENTS No. 8172

Gentlemen:

Attached for your files is a fully executed copy of an agreement to widen Lawnfield Road through the Southern Pacific mainline railroad crossing.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

C. W. Head
COMMISSION SERVICES

kkr
Attachment
bc: Don Harwell (agreement attached)

STATE OF OREGON **INTEROFFICE MEMO**

ROAD DESIGN SECTION 378-6558
DEPT. TELEPHONE

TO: The Files DATE: October 17, 1979

Karl Keller

FROM: Karl Keller

SUBJECT: S.P.T.C. Crossing @ Lawnfield Road
Clackamas County
Prefix 203-1956

A meeting was held at 10:00 a.m., October 12, 1979, at the project site to discuss any problems which still exist.

In attendance were:

Jon Rose, ODOT
E. J. Dunn, ODOT
Larry Matheny, ODOT
Karl Keller, ODOT
Bernie Straight, Clackamas County
W. N. Bryant, FHWA

Inadequate right of way was the primary topic of conversation. It was decided at the meeting that the job should be shortened by 50' at each end of the project. By doing this, side slopes will be contained inside the present right of way.

Bernie Striaght of Clackamas County indicated that the County will be responsible for constructing the approach left of Sta. 12+50±. This includes installation of a 12" culvert pipe under the approach. He indicated that the approach will probably be built before the contract is let.

The drainage system was reviewed. Everyone was in agreement that the system will work especially if the existing ditches are cleaned out. The main ditch to be cleaned is on railroad right of way and is their responsibility.

KK:mw
cc: Jon Rose
E. J. Dunn
W. N. Bryant
R. Trygstad

Versteeg ✓
Anderson
Christensen KC
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
OCT 18 1979
ROAD DESIGN
SECTION

Do Not File
Return To
Bring Up /
Action

~~Glen~~
Dick

DEPARTMENT OF ENVIRONMENTAL SERVICES
COUNTY OF CLACKAMAS
STATE OF OREGON

902 ABERNETHY ROAD
OREGON CITY, OREGON 97045
(503) 655-8521

JOHN C. McINTYRE
Director

WINSTON W. KURTH
Assistant Director
DON D. BROADSWORD
Operations Director
DAVID J. ABRAHAM
Utilities Director
DAVID R. SEIGNEUR
Planning Director
RICHARD L. DOPP
Development Services Administrator

July 31, 1979

Mr. L.E. George
Traffic Engineer
Highway Building
Salem, Oregon 97310

ATTEN: Mr. Dick Bladorn

Dick -
see me
Glen

NOTED
G. L. C.

From your recent telephone call to this office, you are aware that Clackamas County acquired the additional right-of-way needed for the proposed grade crossing improvements on Lawnfield Road. The amount of right-of-way obtained was based on the preliminary design made by E.J. Dunn's office during the spring of 1978. I am enclosing copies of the warranty deeds and a sketch showing the limits of the added Lawnfield Road right-of-way. Please forward this information for use during the project design, which we understand will soon begin.

There is an unsigned project agreement which sets forth the use of County forces to widen Lawnfield Road through the railroad crossing. Because of the changes to the existing drainage under the tracks and this involvement with the railroad subgrade, Clackamas County does not elect to use County crews to undertake the road reconstruction on this project. For this reason, modification of the outstanding agreement is necessary. Our preference would be to have the entire road widening relative to the grade crossing improvement done under construction contract.

It is requested that Title II and State Grade Crossing Protection Funds be programmed for this safety improvement. Clackamas County will provide the local matching funds for the road work beyond the railroad property.

If you have any questions or we may be of further assistance, please feel free to call.

RRO-0005(8)

Bernard L. Straight
BERNARD L. STRAIGHT, Traffic Engineer
Operations Division

/kj

Encl.

cc: Mr. Jon Rose

cc: LOCATION w/att 8-3-79
✓MAINOR HOLMES RHB

NOTED
L.E. GEORGE

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
April 16, 1979
Salem, OR 97310

FILE: ~~ROW 18-2~~

FROM: Roger D. Trygstad
Railroad & Utility Engineer

TO: C. W. Head, Manager
Commission Services

SUBJECT: Service Contract
Crossing No. C-760.80
Lawnfield Road
Clackamas County
ODOT Agreement No. RR-972

BUILDING

RAILROAD C[illegible]
FILE No. 972

Attached is the State's fully executed counterpart of a Service Contract between the Southern Pacific Transportation Company and the Oregon Department of Transportation, Highway Division, calling for the installation of grade crossing protection devices at the grade crossing of Southern Pacific Transportation Company's Siskiyou Mainline and Lawnfield Road, in Clackamas County, Oregon.

The cost of the installation of these grade crossing protection devices will be borne 90 percent by Title II Federal Highway funds with the remaining ten percent being borne by the State Grade Crossing Protection Account. Distribution of conformed copies has been made as indicated below.

The Construction Division will be responsible for monitoring the railroad's work under the terms of this Service Contract and approval of the final bill. The Accounting Section will be responsible for auditing the final bill. Section heads should thoroughly review the agreement to understand the responsibilities their section must bear under the terms of this agreement.

RDT/seb
Attachment
cc: G. L. Green w/copy agreement
C. T. Keasey w/copy agreement
J. L. Sollis
Dick Bladorn w/copy agreement
V. E. Skoog w/copy agreement
D. E. Swan w/2 copies agreement
Ed Hardt w/2 copies agreement

5/2/79
noted in agree book
KW

RECEIVED
APR 16 1979
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

ROW 18-2

Department of Transportation
STATE HIGHWAY DIVISION

March 15, 1979

Southern Pacific Transportation Company
One Market Street
San Francisco, CA 94105

Attention H. B. Berkshire

Service Contract No. 79-1
Crossing No. C-760.80
S. E. Lawnfield Road
Clackamas County
ODOT Agreement No. RR-972

Dear Sir:

Enclosed are the duplicate counterparts of the Service Contract for the above-captioned grade crossing. These documents were approved and signed by the Right-of-Way Manager and are now being returned to you for final execution by your principals.

You are hereby authorized to proceed with the adjustment of your facilities as detailed in Exhibit "A" and shown on Drawing No. A-5562 as of February 20, 1979. Please contact my office at least three days prior to beginning work.

Reimbursement for the work performed on and subsequent to February 20, 1979, will be made subject to the provisions of FHPM 1.4.3 upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of this work in the bill.

Cordially,

Roger D. Trygstad
Railroad & Utility Engineer

RDT/seb
Enclosure
cc: Southern Pacific, Portland
bc: G. L. Green w/copy
✓C. W. Head
C. T. Keasey
J. L. Sollis
Dick Bladorn w/copy
D. E. Swan w/2 copies
E. L. Hardt w/2 copies
R. N. Bothman w/copy

NOTE TO HARDT: Please an Order for State Force Work prepared and submitted to L. E. George for this work. Return one copy of Exhibit "A" with SFO. This is Title II project RRO-OOS(8). One copy of agreement to Resident Engineer. Please advise as to who Resident Engineer will be. RDT

7 21

NOTED
C. W. HEAD

Form 81-734 3123

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. RRO-000S(8)

STATE PROJECT NO. See below

COUNTY NAME Clackamas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 71569

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 14 '79
REFER TO
FOR

Info	Invas	P/D	D/R	Sign	Act	File

DATE PS & E APPROVED 2-20-79

DATE AUTHORIZATION EFFECTIVE 2-20-79

FEDERAL ROUTE NUMBER non Federal-aid

STATE ROUTE NUMBER County Road

GENERAL LOCATION: SP RR X'ing #C760.80 at Lawnfield Rd. (S.E. of Milwaukie Section)

GENERAL DESCRIPTION OF WORK: Install Signals and Gates

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☒ CONSTRUCTION - PROCEED [illegible]
[illegible] FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's March 2, 1979 letter you are authorized to proceed with the work covered by the Agreement with Southern Pacific Transportation Company, approved by the Highway Division on February 20, 1979 at a total estimated cost of $76,500 - Federal Funds $68,850.

Preliminary engineering charges for work necessary to prepare final plans for this project are eligible even though PS&E approval has been granted.

DATE 3-2-79

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70)

EXISTING STOCKS OF FORM PR 1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AN[illegible]OR AUTHORIZATION

FEDERAL AID PROJECT NO. RRO-000S(8)

STATE P[illegible]CT NO. See below

COUNTY NAME Clackamas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 71569

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 14 '79
REFER TO Moehring
FOR

Info	Invcs	R/D	D/R	Sign	Act	File

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 2-20-79

FEDERAL ROUTE NUMBER non Federal-aid

STATE ROUTE NUMBER County Road

GENERAL LOCATION:

SP RR X'ing #C760.80 at Lawnfield Rd. (S.E. of Milwaukie) Section

GENERAL DESCRIPTION OF WORK:

Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Program Change

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's March 2, 1979 letter, I approve the program change for the subject project to change appropriation code from 686 to 685. Approved date of program change is February 20, 1979, date Agreement with railroad was approved by the Highway Division.

DATE 3-2-79

SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70)

EXISTING STOCKS OF FORM PR 1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

STATE OF OREGON INTEROFFICE MEMO

TO: GERRY WIMER
Local Government Programs Engineer

DATE: May 19,1978

FROM: JON ROSE Jon Rose
Federal Aid Coordinator

SUBJECT: SP Railroad Crossing at Lawnfield Road
Clackamas County

The subject Title II Railroad Crossing Protection project has been the subject of a number of letters and several revisions to the County-State agreement covering roadway work. There was a meeting at the crossing site on April 24th attended by Wally Bryant, FHWA; Bernie Straight of Clackamas County; Bob Ewen, Larry Matheny and myself from Metro to try to resolve some of the questions. Another meeting on April 27th is covered by the attached memo written by Larry Matheny. Out of all this has come the following decisions: FHWA will contribute Title II funds to pay 90% of the cost of work necessary to install drop-arm gates and widen the county roadway within the railroad right-of-way to provide a roadway width of 36 feet. The county will, at its own expense, widen and improve Lawnfield Road (County Road No. 22004) for a distance of approximately 200 feet on either side of the railroad right-of-way limits, tapering the improved section into the existing roadway in that distance. The state is to perform the preliminary engineering as a participating part of the project and the state will monitor construction of the work within the railroad right-of-way. Clackamas County is expected to pay the 10% local match for roadway work performed within the railroad right-of-way limits and the State Grade Crossing Protection Fund is to provide the 10% match for work relating to actual crossing protection. All work outside the railroad right-of-way limits is expected to be financed at sole County expense.

We have a letter from Clackamas County comitting the County to pay its share of the cost of the project, but the agreement does not cover some of these details. The County has not signed and returned the agreement and is waiting for some verification. Would you review this information and advise whether a new agreement should be prepared or whether a letter form commitment from the County would be sufficient to modify the agreement which is presently in the County's hands. Please advise.

cc: Max Klotz
E.J. Dunn

po

5/24
Called Jon Rose. He will obtain a letter of understanding from the County to be attached to agreement.
Mainor

cc: Dick Bladorn.

PROJECT MANAGEMENT
71
CCE ☐
FAE ☐
MAY 23 1978

Holmes
No attachment!

81-125-1387

DEPARTMENT OF PUBLIC WORKS
COUNTY OF CLACKAMAS

JOHN C. McINTYRE
DIRECTOR

DON D. BROADSWORD
Operations Director

WINSTON W. KURTH
County Engineer

DAVID J. ABRAHAM
Utilities Director

RICHARD L. DOPP
Development Services Administrator

January 23, 1978

Mr. Bob Ewen
Department of Transportation
Metropolitan Section
5821 N. E. Glisan Street
Portland, Oregon 97213

Enclosed please find a sketch of the intersection of the Southern Pacific main line in Lawnfield Road. Indicated on the sketch is the thirty-six (36) foot crossing width the County would like to achieve, as well as the tapered section the County would like to see leading into the railroad crossing.

JOHN C. McINTYRE - Director of Public Works

By Winston W. Kurth

WINSTON W. KURTH - County Engineer

/rn

Encl.

PROJECT MANAGEMENT
P E ☑
LGE ☑
CCE ☐
IAE ☐
JAN 27 78

203
1976

902 ABERNETHY ROAD, OR

To: MAINOR HOLMES
Date JAN. 26, '7
From: JON ROSE, METRO
[✓ Program Mgmt.] Traffic Region 1

Comments: State will do PE for roadway improvement so agreement will be needed to provide for Clackamas County to pay local match (10%) for part related to road. Grade-Xing Protection Fund will still pick up match for RR Protection portion of job.

Jon

71-7

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. 0-000S(8)

STATE PROJECT NO. See below

COUNTY NAME Clackamas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 71569

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 1-12-78

FEDERAL ROUTE NUMBER Non Federal-aid

STATE ROUTE NUMBER County Road

GENERAL LOCATION:
"SPRR X'ing #C760.80 at SE Lawnfield Rd (SE of Milwaukie) Section"

GENERAL DESCRIPTION OF WORK:
Increase in preliminary engineering costs.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION Revised TEC NTE $2,250
Federal Funds $2,025.
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 12-22-77 letter.

DATE 1-12-78

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

STATE OF OREGON

INTEROFFICE MEMO 203-1956

TO: BUD GEORGE Attn: Dick Bladorn
Traffic Section

DATE: December 12, 1977

FROM: JON ROSE Jon Rose
Federal Aid Coordinator

SUBJECT:

A Title II project has been proposed for the SP Railroad crossing on Lawnfield Road in Clackamas County. While favoring the project, Clackamas County would like to widen the existing crossing to accommodate expected future traffic and has asked that the crossing gates be placed to allow this. This has caused some uncertainty and the attached correspondence indicates the County's willingness to pay the cost of any engineering required to work up a project acceptable to FHWA, the railroad and Clackamas County.

Jim Chidsey has advised by telephone that this approach seems practical and the attached letter should be forwarded for his further processing. If anything further is needed, please let me know.

ls

attachment

cc: Region I w/attachments

MA PDM PDE TSE SPC
ODOT - METRO
DEC 13 1977

FILE T/A

21.125-1387

DEPARTMENT OF PUBLIC WORKS
COUNTY OF CLACKAMAS

JOHN C. McINTYRE
DIRECTOR

DON D. BROADSWORD
Operations Director

WINSTON W. KURTH
County Engineer

DAVID J. ABRAHAM
Utilities Director

RICHARD L. DOPP
Development
Services
Administrator

MA PDM PDE TSE SPC
ODOT - METRO
NOV 4 1977
AM PPS
FILE T/A

November 3, 1977

Jon Rose
Federal Aid Engineer
Metropolitan Department of Transportation
P. O. Box 13160
Portland, Oregon 97213

Please be advised that Clackamas County will provide funding for preliminary engineering on the Lawnfield Road railroad crossing signalization at P.U.C. Crossing C-760.8. The funding provided will be any portions not qualifying for reimbursement from Federal or Crossing Protection Funds, and will not exceed $750.00 without additional approval of Clackamas County.

I hope this will move the project along and result in an adequate crossing width.

JOHN C. McINTYRE - Director of Public Works

By Winston W. Kurth

WINSTON W. KURTH - County Engineer

/rn

902 ABERNETHY ROAD, OREGON CITY, OREGON 97045 (503) 655-8521

Southern Pacific
Transportation Company
Room 251-N Union Station • 800 Northwest Sixth Avenue • Portland, Oregon 97209

J. E. NEAL
SUPERINTENDENT
W. F. CURRIER, JR.
ASSISTANT SUPERINTENDENT
E. A. HOWDEN
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

IN REPLY PLEASE REFER TO
911538/321-4
0-0-77-20

October 31, 1977

Mr. J. E. Chidsey, P.E.
Railroad & Utility Engineer
Oregon State Highway Division
Room 5, State Highway Bldg.
Salem, Oregon 97310

Dear Mr. Chidsey:

In response to your letter of October 24, 1977 concerning Clackamas County's desire to widen Crossing C-760.8, Lawnfield Road, to 36 feet.

Upon investigation we have found that due to the alignment of Lawnfield Road through the crossing area, it is quite difficult to determine how widening will be accomplished as roadway is controlled on the easterly side by a power pole line and on the westerly side by a manhole, open ditch and cyclone fencing.

Accordingly, at this time, until we are provided with construction drawings illustrating roadway reconstruction through the crossing area, we will not be able to proceed with this project on account we are at a loss as to where the signal bases will be placed.

Please review and advise.

Yours truly,

J. W. Ferguson

MA PD PDE TSE SPC
ODOT - METRO
DEC 08 1977
AM PPS FILE T/A

XC: Jon Rose

Please convey this to Clackamas Co. and see what they will provide to satisfy the SP.
JE

Any response yet?
JEC

NOTED
J. E. CHIDSEY

RECE
NOV 1 1977
RR & UTILITY UNIT

ROW 18-2

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

August 17, 1977

Southern Pacific Trans. Co.
324 Union Station
Portland OR 97209

ATTN: R. L. Johnston

Authorization to Proceed
Title II Projects

Dear Sir:

The following grade crossings have been reviewed and recommended for improvement under the 1976 Federal Highway Act, Title II, Section 203. The proposals for upgrading these grade crossings have been reviewed and approved by the Federal Highway Administration for preliminary engineering. I would appreciate it if you would commence preparation of the necessary estimates, plans, etc. to provide full grade crossing protection for these crossings as you deem necessary.

As soon as this information is prepared, please have it forwarded to my office for preparation of the necessary servicescontracts.

Crossing No.	Road	Location
CK-697.00	Lewisburg Granger Rd.	Granger (Benton Co.)
CK-696.60	Independence Rd. 43	Granger (Benton Co.)
C-473.30	Mill St.	Grants Pass
C-718.30	Mill St. S.E.	Salem
C-640.20	Hampton Rd.	Goshen (Lane Co.)
CK-716.00	Wren Rd.	Wren
F-735.10	E. 8th St.	McMinnville
FD-741.88	Washington St.	Milwaukie
C-760.80	S.E. Lawnfield Rd.	Clackamas (Clackamas Co.)
C-444.20	Elk Rd.	Central Point
C-545.90	Riddle By-Pass Rd. 263	Riddle
CC-689.10	Williams St.	Lebanon

cc [illegible] + [illegible]
ESH 8.23.77

Form 81 734 3123

Since these projects are all on OFF Federal Aid System streets and roads, it will be necessary to get obligation funds by the Federal Highway Administration prior to October 1, 1977. It would be appreciated if you could furnish my office with a rough estimate of the cost of these projects as soon as is possible. We will then be in a position to request obligation of funding from the Federal Highway Administration. The PUC applications for these crossings will be prepared by the Oregon Department of Transportation and submitted by the Local Authority in Interest. It would be appreciated if you could furnish me with a reproducible drawing of these crossings for utilization in the service contracts and PUC applications.

Yours truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

JEC:db
cc: Dave Astle, PUC

bc: ✓E. S. Hunter
J. L. Sollis
J. B. Boyd
D. E. Swan
Don Harwell
E. L. Hardt
John Sheldrake
Alfred Shirley
Jon Rose
Phil Stearns
Glen Clark

RECEIVED
TECHNICAL SERVICES
AUG 18'77
REFER TO
FOR
Info Invest R/D D/R Sign Act File

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. RRO-000S (8)

STATE PROJECT NO. See Below

COUNTY NAME Clackamas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 71569

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

orig to

RECEIVED
STATE HWY ENGR
AUG 15 '77
REFER TO [illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 8-8-77

FEDERAL ROUTE NUMBER Non Federal-aid

STATE ROUTE NUMBER County Road

GENERAL LOCATION:

"SPRR X'ing #C760.80 at S.E. Lawnfield Rd. (S.E. of Milwaukie) Section"

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including railroad preparatory work
TEC not to exceed $750 FF $675

☐ OTHER (*Specify*)

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 8-1-77 I concur that timesaving procedures enumerated in FHPM 6-8-2.2 are applicable and also concur that it is a non major action as set forth in FHPM 7-7-2.

DATE 8-8-77

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-455

1980 Fremont Jct.-Hackett Dr. 9108
Sec. on The Dalles-Cal. Hwy.
(Treated base & paving)

9178

RES 6 4

STATE OF OREGON

INTEROFFICE MEMO

TO: Robert C. Pool
Region Operations Engineer

DATE: August 25, 1983

FROM: Gordon
Gordon Beecroft
Research Engineer

SUBJECT: Fremont Jct. - Hackett Drive
Test Section

The attached information describes experimental construction on the Fremont Jct. - Hackett Drive Section. It is not dated but our date stamp is October, 1980. Do you have, or can you get, follow-up information on how these sections perform? I am sure Road Design and Surfacing Design would be interested, along with Research. If we can help, please call.

GB:dp
Enc.

cc: J. H. Versteeg w/att
John Scofield w/att

1 [illegible] ✓
Anderson
2 Adams
3 Macnab
Stoudenmeyer
Terpin
Trent
Wakerlig

RECEIVED
AUG 25 1983
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

-123-1387

TEST SECTION

A test section was constructed on the South West end of the project. A delineator post and paddle set near the slope catch's mark Station 1170 (test section) Lt. and Rt. side of the Highway. The(Lt.) East half of the highway was constructed as per the typical section for this project. All existing surface cracking were recorded as to location and severity.

Rt. Sta. 1163+93 to 1170+00

Old pavement was tilled 14 inches in depth,graded and compacted then 2 inches of 1"-0 was placed .graded and compacted then covered with projects typical section Chip Seal. Note: No cement was used in this unit.

Rt. Sta. 1170+00 to Sta. 1173+40

No extra work, old surfacing including cracks were left alone.

Rt. Sta. 1173+40 to Sta. 1178+60

All cracks were cleaned out via air hose, tacked with CRS-2 then hand patched with Asphaltic Concrete "D" Mixture.

Rt. Sta 1176+53 to Sta. 1179+81

Old surfacing was tacked with 0.3 gallon per sq. yd. with CRS-2 Asphalt then a 328 ft. section of C22 Monsanto Bidim fabric 209 inches wide was rolled out 1 ft. rt. of center line to 18 ft. rt. of centerline.

Rt. Sta. 1166+93 to 1180+00

This area was paved with 2 inches of Class "B" Asphalt base course and one and one half inches of Class"B" Asphalt wearing course. Some hand placed mix was spread over the Bidim to hold it in place prior to paving area with a paver with pickup machine.

The contractor was most willing to help with this test section. using men and equipment at his cost and receiving payment for materials used only.

RECEIVED
OCT 31 1980
RESEARCH SECTION

TEST SECTION
RECORD OF CRACKS

CODE = M - Moderate MI - Minor S - Severe (2" - 4") FL - Full lane width

Station.

1170	Begin		
+07	M.	FL	
+33	S.	FL	
+44	Mi.	FL	Angular
+56	M.	FL	
+73	M.	FL	
+88	Mi.	FL	
1171			
+02	S.	FL	3" - 4" Shldr.
+32	M.	FL	
+58	S.	FL	Angular 3"
+78	M.	FL	
1172	M.	FL	
+17	M.	FL.	
+57	S.	FL	3" - 4" Shldr.
+75	M.	FL	
+88	M.	FL	
1173			
+14	S	FL	3" - 4" Shldr.
+24	Mi	FL	
+40	Mi	FL	Shldr. area
+64	S	FL	3" - 4"
+89	M	FL	
1174			
+19	S	FL	4" - 5" Shldr.
+37	Mi	FL	Angular
+54	M	FL	Angular
+75	S	FL	2" - 3" Shldr.
+92	M	FL	
+98	M		Shldr. area
1175			
+16	S		2"-3" Shldr.
+46	S		3"-4" Shldr.
+80	M	FL	
1176			
+10	S		2" - 3" Shldr.
+44	S		2"-3" Shldr.
+71	M	FL	
+90	S	FL	
1177			
+02	M	FL	
+25	S	FL	
+50	M	FL	
+73	S	FL	
+95	S	FL	
1178			
+13	M	FL	
+24	M	FL	
+55	S	FL	2" - 3"
+81	M	FL	
1179			
+16	S	FL	2"-3" Shldr.
+43	M	FL	
+59	S	FL	1" - 2" Shldr.
+88	S	FL	2" - 3" Shldr.
1180	End		

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

Misc 4

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION Fremont Jct.-Hackett Drive
The Dalles-California Highway #4

REGION 4

SURVEY AUTHORITY

AUTHORIZATION NO. 1

PREFIX 18-1481

DATE 5/9/83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 1,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 1,500
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		1,500	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		
906 BRIDGE DESIGN		200	921 SPECIFICA-TIONS		3,000	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST		500	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		200	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON			932 RAILROAD & UTILITIES		200			
RIGHT-OF-WAY PREFIX						TOTALS	$ 8,600	$ 8,600
FEDERAL AID PROJECT NUMBER						PREVIOUS AUTHORIZATION		$
						ADD. AUTH. REQUIRED		$

LOCATION ENGINEER'S REMARKS

Prepare plans, specifications and estimate for a protective overlay by contract.

Watson MG

1
2
3
4

PREPARED BY Phillip V. Lewellyn	DATE 5/9/83	APPROVED ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 5/9/83
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED ASST. HIGHWAY ENGINEER FOR TECH SERVICES X E S Schuster	DATE 5/10/83
RECOMMENDED, LOCATION ENGINEER X Frank E. Pe	DATE 5/9/83	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

File

3-1-81

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Morse Bros., Inc. No. 9175	Falls City (N. Main St.) Polk County	February 9, 1981
R. A. Hatch Co. No. 8860	Ross Island Br.-SE 50th St. (Portland) Multnomah County	February 9, 1981
D Mc D Corporation No. 9174	Heppner Rock Production Morrow County	February 9, 1981
Aichele Landscaping & Ben Fox No. 8970	N.E. Maywood Place Multnomah County	February 13, 1981
R. L. Coats No. 9108	Fremont Jct.-Hackett Dr. Deschutes & Klamath Co.	February 13, 1981
Hamilton Electric,Inc. No. 8689	Pac. Hwy. W @ 5th Ave. (Eugene) Lane County	February 17, 1981
Ross Bros. Construction, Inc. No. 9125	Big Butte Creek Bridge Jackson County	February 17, 1981
A. K. Lundmark & Son, Inc. No. 9144	Upper White River (Crossing Rd.) Bridge Wasco County	February 17, 1981
R. L. Coats No. 9000	Lava Butte Lookout-Sugar Pine Butte Rd. Deschutes County	February 17, 1981
Eucon Corp. of Idaho No. 9012	Pendleton-Adams Umatilla County	February 19, 1981

Contractor and Contract No.	Section and County	Acceptance Date
Humphrey Const., Inc. No. 8710	SE Stark/Wash. Intchge. (Wash. St. U'Xing.) Multnomah County	February 19, 1981
C. H. Savage Co. No. 9150	Columbia River (Astoria) Bridge Clatsop County	February 19, 1981
Dirt & Aggregate Interchange No. 9178	N. 11th St.-Wyeth St. (St. Helens) Columbia County	February 23, 1981
Babler Bros., Inc. No. 9020	Devine Summit-Burns Jct. & Burns-Burns Jct. Harney County	February 24, 1981
Cascade Construction Co., Inc. No. 9161	Arterial Street Overlay (Portland) Multnomah County	February 24, 1981
Babler Bros., Inc. No. 9043	Willamette Jct.-Chemult Klamath County	February 26, 1981
Western Mixing Co.,Inc. No. 9045	Grass Valley-Shaniko Sherman County	February 27, 1981
F. Hodgson & Sons No. 9033	Deadmans Pass Safety Rest Area Umatilla County	March 5, 1981
Ontario Asphalt & Concrete Co. No. 9158	NW Dorian Dr.-NW Verde Dr. (Ontario) Malheur County	March 5, 1981
Johnson Rock Products, Inc. No. 9073	Florida Ave.-Vermont Ave. (North Bend) Coos County	March 6, 1981
Holst Construction Co. No. 9021	Dexter Lake South Bridge & Willamette Hwy. @ Jasper/Lowell Rd. Lane County	March 10, 1981
Stukel Rock & Paving, Inc. No. 9110	Fuego Rd.-Forge Rd. Klamath County	March 10, 1981

Contractor and Contract No.	Section and County	Acceptance Date
Weaver Construction Co. No. 9081	Port of Entry (Farewell Bend) Malheur County	March 11, 1981
Nelson-Deppe, Inc. No. 9111	Jackson Creek Road-Hot Springs Road Malheur County	March 12, 1981

March 12, 1981

C. T. Keasey
Asst. State Highway Engineer

9108

February 25, 1981

Safeco Insurance Company
1500 S. W. First Avenue
Portland, OR 97201

CON 5
#9108

Gentlemen:

On February 17, 1981, we wrote to you concerning release of final payment on Contract No. 9108 awarded to R. L. Coats for work on the Fremont Jct.-Hackett Drive Section of The Dalles-California Highway in Deschutes and Klamath Counties.

Final payment on this contract is $1,000 and the total contract amount is $1,728,907.90 including $541.91 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

jas
cc: R. L. Coats
63285 Skyline Ranch Road
Bend, OR 97701

bc: C. T. Keasey
Walt Hart
Dale Allen

9108

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Fremont Jct. - Hackett Dr.

WEEK ENDING: Oct 25 1980

SECTION PREFIX: 18-1165

HIGHWAY: The Dalles - California

COUNTY: Deschutes/Klamath

NAME OF JOB: Fremont Jct. - Hackett Drive

KIND OF WORK: Treated Base & Paving

CONTRACTOR: R. L. Coats

CONTRACT NUMBER: 9108

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: April 7, 1980

DATE WORK STARTED: [redacted], 1980 May 27-80

ESTIMATED COMPLETION DATE: Oct. 10, 1980

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN 0 SUPERVISION: 0

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS 175

CALENDAR DAYS USED 152

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED 87

PROJECT AUTHORIZATION: $ 2,302,944.75

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100

EXCLUSIVE OF ENGINEERING: $ 2,302,944.75

ENGINEERING AUTHORIZATION $ 163,764.96

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 78

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 1,729,989.63

ENGINEERING COST TO DATE $ 65,000

DATE PROJECT WAS COMPLETED: Sept 20 - 80

ESTIMATED PERCENT: [redacted] UNDERRUN 25 %

PERCENT OF AUTHORIZATION 40 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	BASE GRADING	OIL AND/OR PAVE. SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	7.39	7.39			7.39
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	173,300 S.Y.	14,300 T			36,400 Ton
TOTAL QUANTITIES CORRECTED TO DATE 171, 111	173,333 S.Y.	170 T		30, 393	~~32,760~~ Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	171 111 S.Y.	170 T			30 393 Ton
AVERAGE DAILY QUANTITIES	0 S.Y.	0 T			0 Ton
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0			0
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT	0	0			0

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
OCT 27 1980
CONSTRUCTION BRANCH

Keasey
Jackman
Hopkins
Williams
Johnson
Glenn
Richards
Berg
Intoes
Wagner
Gebauer
Church

7101

9100

[illegible]
NARRATIVE REPORT

TEMPORARY PROTECTION AND DIRECTION OF TRAFFIC

The Temporary Protection and Direction of Traffic was performed by Flaggers and Pilot Car operation for cement treatment and paving operations. The traffic volume was somewhat lower on this project than other projects on Hwy. #97 this year, thus there were few problems with traffic control other than times that the work area was two to three miles long.

AGGREGATE SHOULDERS

The Aggregate Shoulders were for the most part deleted by Price Agreement No. 2 and only a few loads were hauled to driveways and and to supplement the cement treatment grade.

CEMENT TREATED BASE

The Cement Treated Base commenced on June 2, 1980 on the South Bound lane at Station 790 (North End of Project) to Station 978. The contractor then moved to the North Bound lane Station 790 and tilled to Station 1180 (South End of Project), then back to Station 978 South Bound Lane and tilled to Station 1170 which is the beginning of a test section (see detailed report) which completed the Cement Treatment. Equipment used for this operation were three Bomag MPH 100 Roto-Tillers which tilled the existing surface and a fourth Bomag MPH 100 which mixed cement with the existing material while adding proper amount of water to obtain optimum moisture and maximum compaction. A blade, water truck and a Tampco vibrating roller were used for the finish operation. On June 5th a old patch was encountered (Sta. 839 to 841-50) which could not be tilled, the contractor removed this area with a dozer and loader, and supplemented the grade with ¾-0 and cinders. The area from Sta 857 to 858 was ripped with a dozer and Segmented Compactor attempted to break up the chunks of old pavement but was unable to accomplish a satisfactory mixture. On June 4th the existing surfacing being tilled reached thickness of 10±", one Bomag used $1056 worth of teeth while moving 150 feet. The contractor then placed a water truck (for cooling the teeth) on each tiller which made their teeth last longer. After the cement and water were mixed together (300 to 600ft.) a blade and vibrating roller finished to grade. Nuclear gage readings were taken to determine number of passes would be required of roller to obtain maximum compaction. The new grade was placed to the old grade at center line and then to grade hubs set on the shoulder at 20 ft. left and right of center line on even stations. This required about one hour of work ~~[illegible]~~, the new grade was not disturbed until the Chip Seal was placed at the end of the shift. The cement treatment was delayed after the initial tilling. A blade refinished the material after the initial tilling so traffic could be routed over this material during night time and weekend with no apparent problems.

REFERRED TO
Beard Stoudenmeyer ✓
Cole Mann
✓ Erikson Watson
[illegible] Dorn [illegible]
[illegible] [illegible] [illegible]
FINAL DESIGN ENGINEER
Prepare [illegible]

1 Versteeg ✓
2 [illegible]

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final Estimate Submitted to
Region Oct 24, 1980

Final Weekly Report!

SIGNED W.H. Robertson LOCATION Bend 97701

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F/16

9101 9100

[illegible] JOB - [illegible]

NARRATIVE REPORT

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REFERRED TO
Board ____ Stoudenmeyer ✓
✓ Cole ____ Mann ____
✓ Eriksen ____ Watson ____
[illegible] ____ Dorn ____ Leu ____
[illegible] ____ (File Copy) ____ [illegible] ____
FINAL DESIGN ENGINEER

Prepare Ltr of acknowledgement

(con't)

CEMENT FOR TREATED BASE

The Cement for Treated base was calculated at 7.18% or 81.9[illegible] lbs. per sq. yd. was the target amount in the spread. On the first days operation a home made cement spreader was used for one load of cement which was unsatisfactory. Culp's Soil Stabilization of Sacramento,California spread and mixed the remaining quantities. The amount spread was unbalanced slightly to allow for the finer grind (more surface area) in the travel lanes. On June 16th one load of Cement was rejected due to large lumps in the hauling truck prevented UNLoading.The cement co. made corrections as to loading the hauling trucks and no other problems occured. The contractor chose to blade spread this load at the end of the shift which was not paid for until it was determined that no detremental effects occured.

ASPHALT IN CHIP SEAL

The Asphalt in Chip Seal was placed on the Cement Treated Base after the treatment was finish graded. At the begining of the operation this work occured the next shift as the weather was cool and damp and the contractor was tilling for long hours.The cool weather also caused snivey streaks in the finished product. After July 21st. the weather warmed and the Seal was placed at the end of the shift to prevent the cement from drying to rapidly.

CLASS 'B' ASPHALT CONCRETE MIXTURE

The Class 'B' Asphalt Concrete Mixture commenced on August 4th at the North end of the project (Sta. 790). At this time the Highway Division had requested the contractor to underrun the quantities 10%. The contractor proposed and Region agreed to pave 32ft.(travel lanes) base lift over the Chip Seal and then pave the 40ft. full width of wearing course. Some blade patching was placed ahead of the 32ft. leveling course which was paved in 2 - 16ft. panels. The wearing course was paved with 2-20ft. panels with a 12ft. paver and a 8ft. paver running in tandom. The smoothness of this project did not meet the quality of other projects this same crew constructed previously this season, had the project been paved with a full leveling course, a base course and wearing course it would have a much better ride but would have overrun the quantities by 5 - 10 percent. The A.C. base (leveling course) was completed August 9th and the wearing course on August 22nd.

ASPHALT CEMENT IN MIXTURE

The Asphalt Cement in Mixture was Chevron AR4000 with 0.3% of anti-strip additive recommend by the materials lab. Shell asphalt was used on August 13th and 14th due to the UNCertainty of Chevrons Boscan oil meeting Highway Division Specifications. Both Chevron and Shell oils were tested for use on the mix design.

EQUIPMENT USED FOR PAVING

The paving plant used was a Cedar Rapids 6000 lb. batch plant, two Cedar Rapid pavers nad two Tampco vibrating rollers.

MATERIAL SOURCE

The Material Source and plant setup area was the contractors site near Tumalo State Park which was also used for Plainview Road - Deschutes River and Lava Butte Lookout - Sugar Pine Butte Road projects.

(Con't)

CERTIFIED PAYROLLS

The Contractors certified payrolls reflect the fact that the Asphalt Plant was a commercial site. This item is currently under investigation by the Bureau of Labor and a ruling has not been made to date.

STATE FORCES

The Aggregate Shoulder materials, Delineators and Mail Boxes were constructed by State Forces.

H. H. Robertson
10-24-80

FREMONT CCT. - [illegible] 7106

TEST SECTION

A test section was constructed on the South West end of the project. A delineator post and paddle set near the slope catch's mark Station 1170 (test section) Lt. and Rt. side of the Highway. The(Lt.) East half of the highway was constructed as per the typical section for this project. All existing surface cracking were recorded as to location and severity.

Rt. Sta. 1163+93 to 1170+00

Old pavement was tilled 14 inches in depth,graded and compacted then 2 inches of 1"-0 was placed .graded and compacted then covered with projects typical section Chip Seal. Note: No cement was used in this unit.

Rt. Sta. 1170+00 to Sta. 1173+40

No extra work, old surfacing including cracks were left alone.

Rt. Sta. 1173+40 to Sta. 1178+60

All cracks were cleaned out via air hose, tacked with CRS-2 then hand patched with Asphaltic Concrete "D" Mixture.

Rt. Sta 1176+53 to Sta. 1179+81

Old surfacing was tacked with 0.3 gallon per sq. yd. with CRS-2 Asphalt then a 328 ft. section of C22 Monsanto Bidim fabric 209 inches wide was rolled out 1 ft. rt. of center line to 18 ft. rt. of centerline.

Rt. Sta. 1166+93 to 1180+00

This area was paved with 2 inches of Class "B" Asphalt base course and one and one half inches of Class"B" Asphalt wearing course. Some hand placed mix was spread over the Bidim to hold it in place prior to paving area with a paver with pickup machine.

The contractor was most willing to help with this test section. using men and equipment at his cost and receiving payment for materials used only.

TEST SECTION
RECORD OF CRACKS

CODE = M - Moderate MI - Minor S - Severe (2" - 4") FL - Full lane width

Station.			
1170	Begin		
+07	M.	FL	
+33	S.	FL	
+44	Mi.	FL	Angular
+56	M.	FL	
+73	M.	FL	
+88	Mi.	FL	
1171			
+02	S.	FL	3" - 4" Shldr.
+32	M.	FL	
+58	S.	FL	Angular 3"
+78	M.	FL	
1172	M.	FL	
+17	M.	FL.	
+57	S.	FL	3" - 4" Shldr.
+75	M.	FL	
+88	M.	FL	
1173			
+14	S	FL	3" - 4" Shldr.
+24	Mi	FL	
+40	Mi	FL	Shldr. area
+64	S	FL	3" - 4"
+89	M	FL	
1174			
+19	S	FL	4" - 5" Shldr.
+37	Mi	FL	Angular
+54	M	FL	Angular
+75	S	FL	2" - 3" Shldr.
+92	M	FL	
+98	M		Shldr. area
1175			
+16	S		2"-3" Shldr.
+46	S		3"-4" Shldr.
+80	M	FL	
1176			
+10	S		2" - 3" Shldr.
+44	S		2"-3" Shldr.
+71	M	FL	
+90	S	FL	
1177			
+02	M	FL	
+25	S	FL	
+50	M	FL	
+73	S	FL	
+95	S	FL	
1178			
+13	M	FL	
+24	M	FL	
+55	S	FL	2" - 3"
+81	M	FL	
1179			
+16	S	FL	2"-3" Shldr.
+43	M	FL	
+59	S	FL	1" - 2" Shldr.
+88	S	FL	2" - 3" Shldr.
1180	End		

Statement Of Overruns & Underruns

Project: Fremont Jct. - Hackett Drive
Highway: The Dalles - California
County: Deschutes - Klamath

Contract # 9108
Prefix: 18-1165
F.A. # State

No.	Item	Unit	Original	Semi-final	+- %
	-Summary-				
	Bid Items	$	1,870,212.00	1,669,311.69	-11 ✓
	Engineering	$	163,764.96	65,000.00	-40 ✓
	Contingences	$	92,117.79		
	Anticipated Items	$	176,850.00	51,873.02	-71 ✓
	State Force Orders	$		3,804.92	
	Total	$	2,302,944.75	1,794,989.63	-22 ✓
	-INDIVIDUAL OVERRUNS AND UNDERRUNS-				
1.	Furnishing Field Lab		3,000.00	0.00	-100
	All material testing done at the Region lab.				
4.	Temporary Signs		3,492.00	5,121.00	+47
	Extra signs required between project ends.				
5.	Temporary Barricades		400.00	0.00	-100
	None used on this project.				
6.	Temporary Plastic Safety Markers		1,250.00	0.00	-100
	None used on this project.				
7.	Temporary Delineators		3,900.00	0.00	-100
	None used on this project.				
8.	Flagmen		24,000.00	33,970.00	+42
	Double shifts required for project completion.				
10.	Aggregate Shoulders		25,800.00	1,016.10	-96
	Item was revised during the project and completed by State Forces.				
14.	Aggregate in Chip Seal		20,600.00	24,000.00	+17
	Bleeding Asphalt required Additional material.				
15.	Class B Asphalt Concrete Mixture		245,700.00	191,930.13	-22
	10% reduction by Salem and reduced approaches.				
17.	Asphalt Cement in Mixture		361,050.00	261,791.70	-28
	See Bid Item # 15.				
18.	Asphalt In Tack Coat		10,000.00	4,316.00	-57
	Tack Coat not required between CTB and base lift.				
19.	Extra for Asphalt Approaches		8,400.00	4,800.00	-43
	Unnecessary and unauthorized approaches				
20.	Delineators		3,200.00	0.00	-100
	Item was deleted and completed by State Forces.				
21.	Setting Mailbox Posts		1,400.00	0.00	-100
	Item was deleted and completed by State Forces.				

PA# 1 (Doc) Change to Class 'C' Mix From Class ' B' Mix.
PA#2 (Doc) Revise quantities of B.I. No. 10
PA# 3 Reimburse contractor for Anti-Strip Additive 7,479.71

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: FILE

DATE: March 20, 1980

H S Coulter

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
March 27, 1980 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened March 27, 1980 on the following projects:

1. Willamette River (Harrisburg) Bridge
   Albany-Junction City Highway
   Lane and Linn Counties
   Painting Steel Bridges

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. CBD Signal System Expansion in Portland
   CBD Portland
   Multnomah County
   Traffic Signals

   Same as No. 1.

3. S.W. Macadam Avenue at S.W. Hamilton Court
   City Streets, Portland
   Multnomah County
   Traffic Signals

   Same as No. 1.

4. Multnomah County Operations and Maintenance Facility
   Phase 2
   Multnomah County
   Building Construction

   Same as No. 1.

5. SPRR X'ing at S.E. Lawnfield Road
   S.E. Lawnfield Road
   Multnomah County
   Grading and Paving

   Upgrading of railroad crossing. Maximum roadway with at tracks 30 feet, tapering to 24 feet at ends of project.

.125-1387

5. (continued)

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states, "footpaths and trails are not required to be established ... if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

6. Fremont Junction-Hackett Drive
The Dalles-California Highway
Deschutes and Klamath Counties
Paving

Shoulder/bicycle lanes will be striped and signed on this project.

7. Grayback Creek
Oregon Caves Highway
Josephine County
Grading, Slide Correction

Same as No. 1.

8. Fuego Road-Forge Road
The Dalles-California Highway
Klamath County
Paving

Overlay of existing surface. Four-foot shoulders available for bicycle and pedestrian use.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established ... where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

9. Jackson Creek Road-Hot Springs Road
I.O.N. Highway
Malheur County
Paving

Four-foot shoulders available for bicycle and pedestrian use.

Same as No. 8.

10. Willow Creek Bridge
Ione-Gooseberry Road
Morrow County
Structure

Ten-foot travel lanes with four-foot shoulders available for bicycle and pedestrian use.

Same as No. 8.

11. Court Way W.-Jackson St. W. (Monmouth)
Monmouth Avenue, North
Polk County

Six-foot shoulder bikeways provided for bicycle use and sidewalk with curb ramps provided for pedestrians.

12. Wenaha River (Troy) Bridge
FAS Route B630
Wallowa County
Structure

Twenty-eight-foot roadway on structure and approaches. Aggregate surfacing on approaches.

Same as No. 8.

13. Rock Creek Bridges
Keasey Road
Columbia County
Structures

Twenty-seven-foot, six-inch roadway on structures. Twenty-four-foot roadway with three-foot aggregate shoulders on approaches.

Same as No. 8.

14. Bully Creek Road-Ritter Junction
Pendleton-John Day Highway
Grant County
Paving

Twenty-two-foot roadway with three-foot shoulders.

Same as No. 8.

15. Ritter Junction-Long Creek
    Pendleton-John Day Highway
    Grant County
    Paving

    Twenty-two-foot roadway with three-foot shoulders.

    Same as No. 8.

16. Valley of The Rogue State Park
    Jackson County
    Sewer Construction

    Same as No. 1.

17. West Interchange, Sellwood Bridge
    Macadam Avenue, Portland
    Multnomah County
    Structures

    Bridge ramp improvement. A pedestrian-bicycle ramp overcrossing, pedestrian stairway and curb ramps will be constructed on this project.

RPS:ja

cc F. B. Klaboe
E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

115

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 2/26/80
Donald L Rout

Mar. 27, 1980 Bid Letting ______ All Clear Deadline

SECTION Fremont Jct. - Hackett Dr.
Highway The Dalles - Calif. Hwy.
County Deschutes-Klamath Region ✓ 4
Type of Work Overlay Funds State
State ___ Consultant ___ Plans Avail. ___ Yes ___ No

DOCUMENTS:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
						No Fed Funds
EIS	☒	☐	☐	☐	☐	
Negative Declaration	☒	☐	☐	☐	☐	
Project Assessment	☒	☐	☐	☐	☐	
Write-off Letter	☒	☐	☐	☐	☐	

PERMITS:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Division of State Lands	☒	☐	☐	☐	☐	
D.O.G.M.I.	☒	☐	☐	☐	☐	
Corps of Engineers	☒	☐	☐	☐	☐	
Coast Guard	☒	☐	☐	☐	☐	
Co. Conditional Use	☒	☐	☐	☐	☐	
NPS Air Pollution	☒	☐	☐	☐	☐	
NPS Water Pollution	☒	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	

CULTURAL:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Cultural Survey	☐	☒	☐	☐	☒	
Cultural Salvage	☒	☐	☐	☐	☐	

NOISE:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Noise Study	☒	☐	☐	☐	☐	

1980 Grayback Ck. Sec. of the 9109
Oregon Caves Hwy.
(Slide repair)

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
R. A. Hatch Co. No. 8987	Silver Lake-Summer Lake (M.P. 48.1 - M.P. 75.0) Lake County	November 12, 1980
A-1 Sandblasting & Steam Cleaning Co. No. 9152	Coast Fork Willamette River Br. Lane County	November 13, 1980
Elting, Inc. No. 8709	NE Marine Dr.-NE Failing St. Multnomah County	November 13, 1980
Interstate Slurry Seal, Inc. No. 9170	Castle Rock-Cedar Creek (M.P. 4.8-M.P. 16.5) Tillamook & Yamhill Counties	November 13, 1980
Hertz Electric, Inc. No. 8902	Pendleton/John Day Hwy. @ SW 30th St. (Pendleton) Umatilla County	November 13, 1980
Grant County Redi-Mix No. 9077	Spray Rock Production Wheeler & Grant Counties	November 18, 1980
R. A. Hatch Co. No. 9030	Doherty Slide-Nevada State Line Lake & Harney Counties	November 20, 1980
Humbert Asphalting No. 9092	Paul Smith Rd.-S. Main St. (Boardman) Morrow County	November 21, 1980
Rogers Construction, Inc. No. 9160	Boardman (N. Main St.) Morrow County	November 24, 1980
Hughes & Dodd Co. No. 8991	Buck Creek Road Lake County	November 24, 1980
Wildish Corvallis Construction Co. No. 8976	N. Albany, Santiam Hwy. & Lebanon Road Intchges. Linn County	November 26, 1980

Contractor and Contract No.	Section and County	Acceptance Date
Erosion Control, Inc. No. 9109	Grayback Creek Section Josephine County	November 27, 1980
S. D. Spencer & Son No. 8472	S. Ashland Intchge.-Calif. State Line Jackson County	December 3, 1980
Western Mixing Co., Inc. & N. Santiam Sand & Gravel Co., Inc. J.V. No. 8997	Dodge Road-Estacada Clackamas County	December 4, 1980
Roy E. Ladd, Inc. No. 9019	Busway Rigid Frame (N. Banfield Intchge.) Multnomah County	December 4, 1980
Ray E. Wells, Inc. No. 8917	Kingwood St. (Florence) Lane County	December 4, 1980
Hertz Electric, Inc. No. 9121	Molalla Ave. @ Clairmont Way (Oregon City) Clackamas County	December 5, 1980
Bracelin-Yeager Excav. & Trucking No. 9136	Hemlock Ave.-8th Terrace (Coos Bay) Coos County	December 5, 1980
Douglas S. Coats, Inc. No. 9112	Willow Creek Bridge Morrow County	December 5, 1980
D & D Paving Co. No. 9097	Airport Rd. @ Salmon River Hwy. Yamhill County	December 5, 1980
Douglas S. Coats,Inc. No. 9165	Catherine Creek (Wilkinson Rd.) Br. Union County	December 5, 1980
Horton Bros., Inc. No. 9172	Rocky Point-M.P. 310.07 Curry County	December 5, 1980
Eugene Sand & Gravel, Inc. No. 9192	Coburg (Stuart Way) Lane County	December 8, 1980
Douglas S. Coats,Inc. No. 9094	Willow Creek (Glenn Rd.) Bridge Union County	December 9, 1980

December 10, 1980 C. B. Jackmond

For C. T. Keasey
Asst. State Highway Engineer

9109

December 2, 1980

United States Fidelity & Guaranty Co.
Portland Office
P. O. Box 3459
Portland, OR 97208

CON 5
#9109

Gentlemen:

Contract No. 9109 awarded to Erosion Control, Inc. for slide repair on the Grayback Creek Section of the Oregon Caves Highway in Josephine County was completed on October 30, 1980, and accepted by the State Highway Division on November 27, 1980.

Final payment in the amount of $5,763.80 will be released to the contractor after December 8, 1980. The total contract amount is $228,057.92 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kkr
cc: Erosion Control, Inc.
675 East Park
P. O. Box 1268
Grants Pass, OR 97526

bc: C. T. Keasey
Walt Hart
V. E. Skoog (Attn: Dick Hacek)
Alfred Shirley

9109

38

ROAD DESIGN SECTION DES 16-1

Keith L. Martin
Resident Engineer

November 20, 1980

W. E. Cole
Design Engineer Supervisor

Greyback Slide Correction
Oregon Caves Highway
Josephine County
Contract No. 9109

This letter acknowledges receipt of your narrative report on the subject project.

It was unfortunate that the smaller size material (4") was not available at the time you had to erect the gabion wall. We did not know about a 5% crush that could be anticipated in normal installation. We assumed if the rock gradation was in spec that this would not happen.

We appreciate receiving these reports as they could be helpful to us in future design work.

WEC:ja

911 4

FINAL WEEKLY REPORT

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISIO

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION Greyback Creek	WEEK ENDING 1 November 1980 SECTION PREFIX 17-1005
	HIGHWAY Oregon Caves	COUNTY Josephine
NAME OF JOB Greyback Cr. Slide Correction	KIND OF WORK Slide Correction	
CONTRACTOR Erosion Control, Inc.	CONTRACT NUMBER 9109	FEDERAL AID PROJECT NUMBER RS-101(2)
DATE OF CONTRACT 7 April 1980	DATE WORK STARTED 20 May 1980	ESTIMATED COMPLETION DATE September 1980
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN SUPERVISION	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 150	WORK DAYS USED CALENDAR DAYS USED 149
PROJECT AUTHORIZATION $ 260,914.37	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 99.33%
EXCLUSIVE OF ENGINEERING $ 240,225.12	ENGINEERING AUTHORIZATION $ 20,689.25	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%
ESTIMATED COST OF COMPLETED PROJECT EXCLUSIVE OF ENGINEERING $ 226,690.87	ENGINEERING COST TO DATE $ 21,500.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 95.1%
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN 3.5%	PERCENT OF AUTHORIZATION 103.9%	DATE PROJECT WAS COMPLETED 25 September 1980

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L PROD

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM
MILES IN PROJECT				
MILES PARTIALLY COMPLETED				
MILES COMPLETED				
TOTAL ESTIMATED QUANTITIES (CONTRACT)				
TOTAL QUANTITIES CORRECTED TO DATE				
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE				
AVERAGE DAILY QUANTITIES				
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME				
NUMBER OF SHIFTS PER DAY				
HOURS PER SHIFT				

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.					
PERCENT					

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	26	Rain Showers			
MONDAY	27	Clear-Mild			
TUESDAY	28	Clear-Mild			
WEDNESDAY	29	Clear-Mild			
THURSDAY	30	Ptly-Cldy			
FRIDAY	31	Cldy-Shwrs PM			
SATURDAY	Nov. 1	Rain			

Kelsey
Jackmond
Hopkins
Williams
Johnson
~~Glenn~~
RECEIVED
NOV 5 1980
CONSTRUCTION BRANCH
Richards
Berg
Inloes
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 26	No Activity by Contractor All Week.
27 MONDAY	
28 TUESDAY	
29 WEDNESDAY	
30 THURSDAY	
31 FRIDAY	
1 November SATURDAY	

REMARKS

STATUS: Third notification submitted 30 October 1980.
Quantity calculations submitted for precheck on 27 October 1980.
Anticipate submittal of semi-final to Region by 10November.

THIS IS THE FINAL WEEKLY REPORT!!

SIGNED Keith L. Martin LOCATION Grants Pass
Keith L. Martin

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

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Keith L. Martin

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

#7167

STATE COPY

cc: State (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

AdO

INSPECTION REPORT

REGION NO. 10	REPORT ON 1	DIVISION Oregon
DATE OF INSPECTION 9-17-80	INSPECTION MADE BY T. P. Lowe Original Signed by T. P. LOWE	PROJECT NO. RS-101(2)

IN COMPANY WITH
Keith Martin, Jim Gix, Mike Anhorn, and George Thorton, OSHD

REMARKS

GRAY BACK CREEK SECTION

Oregon Caves Highway

Slide Repair

Scope of Inspection

The completed work was reviewed in the field.

General Comments

The work was completed in substantial compliance with the contract requirements. Acceptance is recommended.

A section of guardrail adjacent to the slide was damaged by the slide. Repair was not called for in the contract. Now that the area is cleaned up it appears necessary to correct the damage. The State proposed to restore this guardrail with State Forces. I concurred.

We discussed the value of shaping the area above the slide. It was the general consensus that any additional work would not have any real benefit.

There is some minor work remaining to be completed such as shaping of the waste area, minor cleanup around the project area, and seeding and mulching on the slide area itself. Acceptance of the project is conditioned to completing of the above items of work.

RECEIVED
STATE HWY ENGR
OCT 10 '80
REFER TO
FOR
Info | Inves | R/D | D.R | Sign | Act | File

FORM [illegible] EDITION OF 7-67 MAY BE USED

GPO [illegible]

L.

VICTOR ATIYEH
GOVERNOR

1859

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM, OREGON 97310

June 4, 1980

Charles H. Odegaard
Acting Regional Director
National Park Service
Fourth and Pike Building
Seattle, WA 98101

The project on the Oregon Caves Highway to which you referred in your May 23 letter is, as you know, a correction to a serious earth slide problem.

The contract for the work has been let and, in fact, the contractor began work this week with the expectation that it would be completed by about July 15. The majority of the work which would interfere with traffic should be completed before the height of the tourist season.

It would not be appropriate to stop work on the project until September, especially since the type of work is such that any extended rain at that time of the year would likely prevent completion until the ground dried out next year.

Traffic will be controlled through this short project and there will be minor delays, but the effect on visitors to the Oregon Caves should not be significant.

Sincerely,

Victor Atiyeh
Governor

VA:vl

bc: Highway

RECEIVED
STATE HWY ENGR
JUN 11 '80
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

March 3, 1849

United States Department of the Interior
NATIONAL PARK SERVICE
Pacific Northwest Region
Fourth and Pike Building
Seattle, Washington 98101

7401

IN REPLY REFER TO:

L2431(PNR)D

May 23, 1980

DOT

Please prepare a response
for the Governor's signature
by 6-5
Thank you.

PLEASE RETURN
ORIGINAL LETTER

Honorable Victor Atiyeh
Governor of Oregon
Salem, Oregon 97310

Dear Governor Atiyeh:

Please accept my apology for writing you concerning a state matter but I sincerely believe the situation is of mutual interest.

As you might be aware, your state has been most cooperative in clearing Highway 46 in the vicinity of Oregon Caves National Monument. To eliminate that constant problem, the Highway Department plans to excavate the hill. We concur with that decision.

However, we respectfully request your consideration of having the contractor commence after September 6 as averse to the middle of July. The concessionaire had a poor season in 1979 and is looking forward, as are we, to a substantial improvement this year. The proposed timing of the excavation could be disastrous.

On behalf of the National Park Service, I thank you for any consideration you might give this request.

Sincerely,

Charles H. Odegaard

Charles H. Odegaard
Acting Regional Director

5/28

RECEIVED
STATE HWY ENG

MAY 28 '80

REFER TO
Keasey

FOR

Info	Inves	R/D	D/R	Sign	Act	File
		X				

R

RECEIVED
DOT DIRECTOR

MAY 28 '80

REFER TO
[illegible]

FOR

Info	Inves	R/D	D/R	Sign	Act	File

Year of the Visitor

2

March 3, 1849

United States Department of the Interior
NATIONAL PARK SERVICE
Pacific Northwest Region
Fourth and Pike Building
Seattle, Washington 98101

7401

IN REPLY REFER TO:

L2431(PNR)D

May 23, 1980

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by 6-5
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DOT

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Sincerely,

Charles H. Odegaard
Charles H. Odegaard
Acting Regional Director

Year of the Visitor

RECEIVED
DOT DIRECTOR
MAY 2_ '80
REFER TO
[illegible]
FOR
Info Input R/D D.R Sign Act File

VICTOR ATIYEH
GOVERNOR

1859

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM, OREGON 97310

May 20, 1980

Charles Quigley
1439 NE 6th
Grants Pass, OR 97526

The work on Highway 46 is to correct a serious potential slide problem. Delaying until September would put it into the rainy season with increasing danger of cave-ins.

The contractor needs the driest possible weather in order to complete the work within the specified time. I know that coincides with the busiest time of the year for the tourist industry, but that is true of most of the major road work in Oregon.

Thank you for taking the time to write to me of your concern.

Sincerely,

Victor Atiyeh
Governor

VA:vl

bc: Highway

WONDERFUL - CAVERNS - WITHIN - A - MOUNTAIN - OF - MARBLE

Oregon Caves Co.
Marble Halls of Oregon
OREGON CAVES, OREGON

Charles Quigley
General Manager

BUSINESS OFFICE
1439 N. E. 6th
GRANTS PASS, OREGON
97526

71

DOT
hwy

5-16

ROSEBURG REGION
RECEIVED
MAY 12 1980
RE RME RCE ROE TE
RUE DES RSR RPR RLE
GEO. FAE RBI AA

RECEIVED
STATE HWY ENGR
MAY 9 - '80
REFER. TO Shirley
FOR
Info Inves R/D D/R Sign Act File

May 2, 1980

Honorable Victor Atiyeh
Governor of Oregon
State Capitol
Salem, OR 97310

Dear Governor Atiyeh:

This letter is in regard to the excavation on Highway 46 near the Oregon Caves National Monument where we are the Concessioner. We have learned that the contract has been let and the work to begin May 15th.

Upon contacting the State Engineer, Bob Schroder, we were referred to Bud Shirley in Roseburg for information on the contract. April 25th Bud Shirley informed me that "after much soul searching" the date for the excavation couldn't be put off until the end of our season, Sept. 6th, but would begin in July - right at the peak of our season.

The contractor who was awarded the bid says the work can be done in 45 days. Does that 45 days have to coincide with the tourist season? We suggested September to him but he wants July.

As you know all businesses connected with tourism were down in 1979. We were hoping for a better season in 1980 but if the State allows this construction work on Highway 46 during the tourist season all of Josephine County will suffer a great loss again. Tourism is the second largest industry in Josephine County.

Oregon Caves National Monument has approximately 180,000 visitors yearly and a study by the chamber of commerce finds that Josephine County realizes 21% on visitors which amounts to about 48 million dollars.

Highway 46 dead ends at the Caves which means all traffic has to make a round trip on this narrow 2 lane road where there is no possibility of a detour. As you can see if traffic is delayed by this construction, many people will by pass Highway 199 also which means Josephine County will be by passed.

WONDERFUL - CAVERNS - WITHIN - A - MOUNTAIN - OF - MARBLE

Oregon Caves Co.
Marble Halls of Oregon
OREGON CAVES, OREGON

Charles Quigley
General Manager

BUSINESS OFFICE
1439 N. E. 6th
GRANTS PASS, OREGON
97526

We appreciate the work being done on the roads and wish to cooperate in any way possible but this would be an impossible time for us - during the peak of the tourist season.

In the best interest of the State of Oregon and the tourist industry in Josephine County, we request you to take whatever action necessary to delay this construction work until September.

Sincerely,

Charles Quigley

Charles Quigley, Mgr.

CQ:dw

RECEIVED
DOT DIRECTOR
MAY 9 '80
REFER TO
[illegible]
FOR
Info Initials R/D D/R Sign Act File

VICTOR ATIYEH
GOVERNOR

Oregon State Highway Division
TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 6, 1980

John T. McMahan, Manager
Grants Pass & Josephine County
Chamber of Commerce
Post Office Box 970
Grants Pass, OR 97526

Dear Mr. McMahan:

This will acknowledge your letter of April 29 addressed to Bob Schroeder of the Department of Transportation in Salem.

The project on the Oregon Caves Highway which is currently under contract is a project that is intended to correct a very highly potential slide problem and is not a major road realignment project. We have scheduled the work for this summer. We do not believe it is appropriate to stop the contractor from beginning his work until September. The type of work is such that if the work were underway and we were to get any kind of rain at all, the project would likely be shut down until next summer.

If this were the case, the State could be leaving itself wide open for a contractor claim for additional compensation resulting in additional expenditure of the taxpayers' highway user revenues.

We do not feel that it is in the best interest of the public to delay this project. It is too much of a gamble with the taxpayers' dollars.

Traffic will be controlled and there will be some minor delays but we do not feel the Oregon Caves will suffer unduly.

I would suspect that there may be a decline in highway traffic due to increased cost of fuel rather than any construction activity on the Caves Highway.

Sincerely,

Keasey

C. T. Keasey
Assistant State Highway Engineer

H. S. COULTER

RECEIVED
STATE HWY ENGR
MAY 9 - '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

AS:cw CTK:fr

bc: H. S. Coulter
R. L. Schroeder
Alfred Shirley

[illegible]

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 5-6	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** [illegible]	State Oregon County Josephine Project No. RS-101(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Greyback Creek Section

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	2-19-80	0.00
OTHER *(Specify)*		

FUNDS Pro Rata 88.15%

ESTIMATED TOTAL COST OF PROJECT $ 260,914.00	FEDERAL FUNDS $ 229,995.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

~~By~~ For: H.S. COULTER

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G.L. Green

Date executed by Division Administrator

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division Salem, Oregon, April 21, 1980	Federal Aid Project No. RS-101(2)

Grayback Creek Section
Oregon Caves Highway
Josephine County

Project Agreement Estimate.

Type Code Y005
Roadway, Slide Repair (Sta. 10+59 to Sta. 13+11) (M.P. 11.8)

Mobilization		All Required		$ 3,000.00
Temporary Protection and Direction of Traffic		All Required		2,000.00
Temporary Signs	206	Sq. Ft.	$ 5.00	1,030.00
Temporary Barricades	2	Each	100.00	200.00
Flagmen	800	Hour	18.00	14,400.00
General Excavation	3,051	Cu. Yd.	9.00	27,459.00
Rock Inlay	6,595	Cu. Yd.	14.50	95,627.50
8-inch Drain Pipe	40	Lin. Ft.	15.00	600.00
Rock Gabions	1,428	Cu. Yd	50.50	72,114.00
Roadside Seeding and Mulching	1	Acre	950.00	950.00
		Total		$217,380.50

Anticipated Items

Slide Correction (E.W.)	All Required	$ 10,000.00
Temporary Erosion Control (E.W.)	All Required	1,500.00
Pave Damaged Surfacing (E.W.)	All Required	1,000.00
	Total	$12,500.00
	Subtotal	$229,880.50
	Engineering	31,033.50
	Total	$260,914.00

Length of Roadway	0.00 Mile.
Federal Funds (88.15%)	$ 229,995
State Funds	30,919
Total	$ 260,914

Group 1 100%
Contract No. 9109
Prefix 17-1428
Prefix 17-1005

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
RS-101(2)

STATE PROJECT NO.
See below

FROM:
G. L. Green, Division Administrator

PROGRAM NO.

ITEM NO.
80057

COUNTY NAME
Josephine

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

3/14/80
Orig

RECEIVED
STATE HWY ENGR.
MAR 14 '80
REFER TO
Moehring
FOR

Info	[illegible]	R/D	O/R	[illegible]	Act	File

DATE PS&E APPROVED
2-19-80

DATE AUTHORIZATION EFFECTIVE
3-5-80

FEDERAL ROUTE NUMBER
Secondary 101

STATE ROUTE NUMBER
Primary 38

GENERAL LOCATION:
Grayback Creek Section

GENERAL DESCRIPTION OF WORK:
Authorization to advertise

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☐ OTHER *(Specify)*
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I accept the certification of Mr. Rod Henry dated 2-27-80 that provisions of FHPM 7-5-1 have been complied with and you are now authorized to advertise for bids.

DATE
3-5-80

SIGNATURE OF APPROVING OFFICIAL

TITLE
for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1978—721-918

38

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 2/26/80
Donald L. Bout

9-20-79 Bid Letting ______ All Clear Deadline
SECTION Grayback Slide Section
Highway Oregon Caves MP 11.8
County Josephine Region 3
Type of Work ______ Funds FAS
State __ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	☒	☐	☐	☐	☐	
Negative Declaration	☒	☐	☐	☐	☐	
Project Assessment	☒	☐	☐	☐	☐	
Write-off Letter	☐	☐	☐	☐	☐	Non-major
PERMITS:						
Division of State Lands	☒	☐	☐	☐	☐	
D.O.G.M.I.	☐	☒	☐	☐	☒	Have USFS Permit
Corps of Engineers	☒	☐	☐	☐	☐	
Coast Guard	☒	☐	☐	☐	☐	
Co. Conditional Use	☒	☐	☐	☐	☐	
NPS Air Pollution	☒	☐	☐	☐	☐	
NPS Water Pollution	☒	☐	☐	☐	☐	
CULTURAL:						
Cultural Survey	☐	☒	☐	☐	☒	
Cultural Salvage	☒	☐	☐	☐	☐	
NOISE:						
Noise Study	☒	☐	☐	☐	☐	

1980 Fuego Rd.-Forge Rd. Sec. 9110
of The Dalles-Cal. Hwy.
(Paving)

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID# 4

SECTION Fuego Road-Forge Road
The Dalles-California Highway

#4

REGION 4

SURVEY AUTHORITY	AUTHORIZATION NO. 1	PREFIX 18-1479	DATE 4/19/83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 1,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 1,500
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		1,500	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		
906 BRIDGE DESIGN		200	921 SPECIFICATIONS		3,000	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST		500	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		200	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON			932 RAILROAD & UTILITIES		200			
						TOTALS	$ 8,600	$ 8,600
RIGHT-OF-WAY PREFIX						PREVIOUS AUTHORIZATION		$
FEDERAL AID PROJECT NUMBER STATE						ADD. AUTH. REQUIRED		$

LOCATION ENGINEER'S REMARKS

Prepare plans, specifications and estimate for an overlay contract.

This project to be combined with "Odell Lake-Camp Makualla Road" (project Not Approved) and "Willamette Jct.-Chemult"(018-1478) Sections.

1 ✓ Watson
2
3
4 ↑

Approved by OTC 4-18-83

PREPARED BY	DATE 4/19/83	APPROVED ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 4/19/83
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED ASST. HIGHWAY ENGINEER FOR TECH SERVICES X	DATE 4-19-83
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

7110

1

STATE OF OREGON **INTEROFFICE MEMO**

BEND, OR 97708

TO: Hal Versteeg
Road Design Engineer

Robert Pool

FROM: Robert C. Pool
Region Operations Engineer

SUBJECT: Preservation Projects

DATE: April 19, 1983

1 Versteeg ✓
Anderson
Adams
Macnab
Stoudenmeyer
Terpin
2 Trout
Wakerig

RECEIVED
APR 20 1983
ROAD DESIGN SECTION

Copy
Copy

Do Not File ☐
Return To
Bring Up
Action

We would like to let the following sections on one contract:

Willamette Junction-Chemult 7043
Fuego Road-Forge Road 1110
Odell Lake-Camp Makualla 8736

Please include the following in the Plans/Special Provisions:

1. Project limits will remain the same as the original contract.
2. Typical section would include a tack of 0.1 gal/ sq.yd., 3/4 inch of Class "E" open graded plant mix seal, and surface seal of 0.45 gal/sq.yd CRS-2 covered with 1/4-10 chips. Traveled lanes and shoulder will be paved.
3. Road approaches and mailbox and guardrail flairs will not be paved. Taper into these areas 1½ ft. and rake out coarse aggregate.
4. Patching and leveling will be done with State Forces.
5. Material source will be the Willamette Junction Quarry that was initially set up for Lenz Road-Fuego Road. A revised development plan will be submitted to you.
6. Rolling shall consist of a minimum of three coverages with a 10 ton (min.) steel wheeled roller. Vibratory rolling shall not be done.
7. Advise that Lenz Road-Fuego Road will be under contract during the same period.

We would prefer putting off the Lava Butte Lookout-Sugar Pine Butte section until next year. We would anticipate a problem explaining why we are overlaying this section when the section to the south of this is badly broken up.

RCP:pw

cc: R.L.Lammert
W.Robertson
B.Hatcher

STATE OF OREGON

INTEROFFICE MEMO

BEND, OR 97708

TO: Hal Versteeg
Road Design Engineer

DATE: April 19, 1983

FROM: Robert C Pool
Robert C. Pool
Region Operations Engineer

SUBJECT: Preservation Projects

Versteeg
Anderson
Adams
Mcnabb
Cloudtenmeyer
Terpin
[illegible]
Walker

RECEIVED
APR 21 1983
ROAD DESIGN
SECTION

We would like to let the following sections on one contract:

Willamette Junction-Chemult -
Fuego Road-Forge Road
Odell Lake-Camp Makualla - not approved by Commission (on Willamette Hwy)

Please include the following in the Plans/Special Provisions:

1. Project limits will remain the same as the original contract.
2. Typical section would include a tack of 0.1 gal/ sq.yd., 3/4 inch of Class "E" open graded plant mix seal, and surface seal of 0.45 gal/sq.yd CRS-2 covered with 1/4-10 chips. Traveled lanes and shoulder will be paved.
3. Road approaches and mailbox and guardrail flairs will not be paved. Taper into these areas 1½ ft. and rake out coarse aggregate.
4. Patching and leveling will be done with State forces.
5. Material source will be the Willamette Junction Quarry that was initially set up for Lenz Road-Fuego Road. A revised development plan will be submitted to you.
6. Rolling shall consist of a minimum of three coverages with a 10 ton (min.) steel wheeled roller. Vibratory rolling shall not be done.
7. Advise that Lenz Road-Fuego Road will be under contract during the same period.

~~not good enough~~
for proj # 3
~~#2 Sugr~~ Sand seal
This proposal does not meet the critera set in wilsons letter

We would prefer putting off the Lava Butte Lookout-Sugar Pine Butte section until next year. We would anticipate a problem explaining why we are overlaying this section when the section to the south of this is badly broken up.

OF OREGON INTER-OFFICE MEMO

O. E. S. Hunter
Asst. State Highway Engineer

DATE: April 14, 1983

ROM James E. Wilson Jr., PE
Asst. Engineer of Materials

UBJECT: Recommendations for Preservation
of Selected Pavements

[illegible]
Deschutes
Klamath

[illegible]

Fourteen sections of asphalt concrete pavements referred to in Dale Allen's memo of March 4, 1983 on pavement deterioration in Regions 1 and 4 have been inspected by John Scofield and Jim Wilson along with Glenn Hossner and Region people. Based on information from the inspection, construction records and recent core test results, the following are our recommendations for prevention of further early deterioration. The listing is in order of priority for work with Dale's project rating numbers in parentheses.

13V-516 #1 Ski Bowl Frontage Road-Summit Meadow Road (3): Warm Springs Int.-Salmon River curves (10): Tack heavy and patch the damaged areas of the pavement with "C" mix after removal of surrounding pavement from larger potholes or lines of potholes by grinding. Tack heavy and overlay the total length of the project including the interchange section with a 1½ inch thickness of Class "C" mix.

✓ 14V-307 #2 Zigzag River-Ski Bowl Frontage Road (7): Tack heavy and patch the potholes with a dense graded - high asphalt content ½"-0 mix. Tack heavy and overlay the total length of the project with a 3/4-inch thickness of Class "E" open graded plant mix seal. Seal the surface with an emulsion sand seal.

Combine
Edwards

[illegible]-375 #3 X Willamette Jct.-Chemult (1): Tack heavy and patch the potholes with a dense graded - high asphalt content ½"-0 mix. Seal the total pavement with an emulsion sand seal. Remove excess sand, tack heavy and overlay the total length of the project with a 3/4-inch thickness of Class "E" open graded plant mix seal. Seal the surface with an emulsion sand seal.

D. Miller

[illegible]-44 #4 X Fuego Road-Forge Road (4): Same recommendation as #2 priority project.

J. Miller

[illegible] #5 Lava Butte Lookout-Sugar Pine Butte Road (8): Same recomendation as #2 priority project.

Heacock

11U-205 #6 X Odell Lake-Crescent Lake ~~Jct.~~ (9): Same recommendation as #2 project. As a less-cost alternate, an 0 - 31 chip seal could replace the plant mix seal, however, the service life of the seal would be reduced in the range of 50 to 70 percent.

Singer

Eriksen Contacting Field on Material Sources

#7 Warm Springs Jct.-Willow Creek (5): Tack heavy and patch the potholes with a dense graded - high asphalt content ¼"-0 mix. Seal the surface with an 0 - 31 chip seal.

#8 Hackett Drive-Crescent (6): Same recommendation as #2 priority project.

#9 Fremont Jct.-Hackett Drive (13): Same recommendation as #2 priority project.

#10 Bend SCL-Murphy Road (12): Same recommendation as #7 priority project.

#11 Glen Baker Road-Lava Butte (11): Reclamite seal and eventual Class "B" asphalt concrete overlay of 3 to 5 inch thickness or as required by deflection tests.

#12 Culver Highway-Jct. Madras/Prineville Highway (14): No work required.

#13 Collier Park-Williamson River (2): Based on a need for work to correct the base and pavement condition, the section would be in a #2 priority. However, the need for protection of the open graded pavement in its existing condition is low because of its age and fatigue failure.

#14 Sandy-Alder Creek (This section of Highway 26 was not included in Dale Allen's pavement condition inventory.) The last overlay was in 1978 with a Reclamite seal applied in 1979. A 3/4 inch thickness of Class "E" open graded plant mix seal is recommended after patching of the potholes with a dense graded - high asphalt content ¼"-0 mix. A heavy tack for patching and the overlay is needed. Based on need for preservation of the pavement, the section is comparable to priority #4.

It is our opinion that the recent pavement problems found on the projects inspected are the result of mix segregation during construction and asphalt stripping from the effects of ice and water in the segregation areas. With the recent changes in contract specifications and enforcement of all specification requirements in future construction, we feel that asphalt concrete pavements can be built to provide the expected level of maintenance free service.

gs

cc: W. E. Schwartz
C. T. Keasey
Jack Sullivan
Dale Allen
Marion Craft
Mike Stovall
John Scofield

#9110

L.

April 1, 1981

Fidelity & Deposit Co. of Maryland
Suite 1000, Lloyd 500 Building
500 N. E. Multnomah
Portland, OR 97232

COM 5
#9110

Gentlemen:

On March 13, 1981, we wrote to you concerning release of final payment on Contract No. 9110 awarded to Stukel Rock & Paving, Inc. for paving on the Fuego Road-Forge Road Section of The Dalles-California Highway in Klamath County.

Final payment on this contract is $1,342.20 and the total contract amount is $1,712,003.96. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

jas
cc: Stukel Rock & Paving, Inc.
P. O. Box 235
Klamath Falls, OR 97601

Fidelity & Deposit Co.
of Maryland
P. O. Box 1227
Baltimore, MD 20203

bc: C. T. Keasey
Walt Hart
Dale Allen

File

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Morse Bros., Inc. No. 9175	Falls City (N. Main St.) Polk County	February 9, 1981
R. A. Hatch Co. No. 8860	Ross Island Br.-SE 50th St. (Portland) Multnomah County	February 9, 1981
D Mc D Corporation No. 9174	Heppner Rock Production Morrow County	February 9, 1981
Aichele Landscaping & Ben Fox No. 8970	N.E. Maywood Place Multnomah County	February 13, 1981
R. L. Coats No. 9108	Fremont Jct.-Hackett Dr. Deschutes & Klamath Co.	February 13, 1981
Hamilton Electric, Inc. No. 8689	Pac. Hwy. W @ 5th Ave. (Eugene) Lane County	February 17, 1981
Ross Bros. Construction, Inc. No. 9125	Big Butte Creek Bridge Jackson County	February 17, 1981
A. K. Lundmark & Son, Inc. No. 9144	Upper White River (Crossing Rd.) Bridge Wasco County	February 17, 1981
R. L. Coats No. 9000	Lava Butte Lookout-Sugar Pine Butte Rd. Deschutes County	February 17, 1981
Eucon Corp. of Idaho No. 9012	Pendleton-Adams Umatilla County	February 19, 1981

Contractor and Contract No.	Section and County	Acceptance Date
Humphrey Const., Inc. No. 8710	SE Stark/Wash. Intchge. (Wash. St. U'Xing.) Multnomah County	February 19, 1981
C. H. Savage Co. No. 9150	Columbia River (Astoria) Bridge Clatsop County	February 19, 1981
Dirt & Aggregate Interchange No. 9178	N. 11th St.-Wyeth St. (St. Helens) Columbia County	February 23, 1981
Babler Bros., Inc. No. 9020	Devine Summit-Burns Jct. & Burns-Burns Jct. Harney County	February 24, 1981
Cascade Construction Co., Inc. No. 9161	Arterial Street Overlay (Portland) Multnomah County	February 24, 1981
Babler Bros., Inc. No. 9043	Willamette Jct.-Chemult Klamath County	February 26, 1981
Western Mixing Co.,Inc. No. 9045	Grass Valley-Shaniko Sherman County	February 27, 1981
F. Hodgson & Sons No. 9033	Deadmans Pass Safety Rest Area Umatilla County	March 5, 1981
Ontario Asphalt & Concrete Co. No. 9158	NW Dorian Dr.-NW Verde Dr. (Ontario) Malheur County	March 5, 1981
Johnson Rock Products, Inc. No. 9073	Florida Ave.-Vermont Ave. (North Bend) Coos County	March 6, 1981
Holst Construction Co. No. 9021	Dexter Lake South Bridge & Willamette Hwy. @ Jasper/ Lowell Rd. Lane County	March 10, 1981
Stukel Rock & Paving, Inc. No. 9110	Fuego Rd.-Forge Rd. Klamath County	March 10, 1981

Contractor and Contract No.	Section and County	Acceptance Date
Weaver Construction Co. No. 9081	Port of Entry (Farewell Bend) Malheur County	March 11, 1981
Nelson-Deppe, Inc. No. 9111	Jackson Creek Road-Hot Springs Road Malheur County	March 12, 1981

March 12, 1981

C. T. Keasey
Asst. State Highway Engineer

4

ROAD DESIGN SECTION DES 16-1

Wayne F. Cobine
Resident Engineer

November 17, 1980

W. E. Cole
Design Engineer Supervisor

Fuego Road-Forge Road
The Dalles-California Highway
Klamath County
Contract No. 9110

This letter acknowledges receipt of your narrative report on the subject project.

We appreciate receiving these reports, as they could be helpful to us in future design work.

WEC:ja

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: FUEGO - FORGE RD.

WEEK ENDING: October 31, 1980

SECTION PREFIX: 18 - 1166

HIGHWAY: The Dalles - California

COUNTY: Klamath

NAME OF JOB: Fuego Road - Forge Road

KIND OF WORK: Paving

CONTRACTOR: Stukel Rock & Paving

CONTRACT NUMBER: 9110

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: April 9, 1980

DATE WORK STARTED: August 18, 1980

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS 175

WORK DAYS USED

CALENDAR DAYS USED 180

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED 104

PROJECT AUTHORIZATION: $ 2,112,758.21

EXCLUSIVE OF ENGINEERING: $ 1,962,517.63

ENGINEERING AUTHORIZATION $ 150,240.58

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 1,938,694.60

ENGINEERING COST TO DATE $ ~~[illegible]~~ 34,000.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 1.2 %

PERCENT OF AUTHORIZATION 21 %

DATE PROJECT WAS COMPLETED: October 16, 1980

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT		10.0			10.0
MILES PARTIALLY COMPLETED		10.0			10.0
MILES COMPLETED		10.0			10.0
TOTAL ESTIMATED QUANTITIES (CONTRACT)		14,100			61,550
TOTAL QUANTITIES CORRECTED TO DATE		9,478			63,200
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		9,478			63,200
AVERAGE DAILY QUANTITIES		~~[illegible]~~ 0			~~[illegible]~~ 0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME		completed			completed
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 26	CLOUDY			
MONDAY 27	"			
TUESDAY 28	"			
WEDNESDAY 29	"			
THURSDAY 30	"			
FRIDAY 31	"			
SATURDAY 25	"			

RECEIVED
NOV 3 1980
CONSTRUCTION
BRANCH

Kressly
Jackmond
Hopkins
Williams
Johnson
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	SUBMITTED SEMIFINAL TO REGION IV
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

FINAL REPORT

Submitted Semifinal to Region on October 31, 1980

SIGNED Walter Bartel LOCATION Klamath Falls

FOR: Wayne F. Cobine, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

STATE OF OREGON **INTER-OFFICE MEMO**

Files:
8986 L
9043
9110

TO: Dale Allen
Region Engineer

FROM: Wayne F. Cobine
Resident Engineer

SUBJECT: Estimated Final Costs
State Construction Projects

DATE: October 31, 1980

✓ Keasey K
Jackmond
Hopkins
Williams
Johnson
Glenn
RECEIVED
NOV 5 1980
CONSTRUCTION BRANCH
Richards
Berg
Inloes
Widmer
Gebauer
Church

In May 1980 it was requested that we reduce cash flow on the contract projects listed below. At that time projections were made that indicated a total reduction of $520,563. The final estimated project costs indicates that $706,370 was saved.

PROJECT	ORIGINAL	ESTIMATED IN MAY	SEMIFINAL
The Dalles / Calif. - So. 6th St.	$ 1,217,626	$ 1,282,694	$ 1,147,294
Willamette Jct.- Chemult	2,382,368	2,144,016	2,095,425
Fuego Rd. - Forge Rd.	2,112,758	1,765,479	1,763,663
TOTALS	$ 5,712,752	$ 5,192,189	$ 5,006,382
TOTAL SAVINGS			$ 706,370

Most of the savings came from 3 items : 1) Contingencies, 2) Engineering, and 3) Reduction in asphalt escalation. Suprisingly, the total savings is more than anticipated even though some items were later reinstated.

WFC/jdm

11-7-80
Copy to H.S. Coulter

cc Keasey

RECEIVED
STATE HWY ENGR
NOV 10 '80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

ROE RE RDE PLA FAE
RTE RECEIVED GEO
RUE NOV 3 1980 RDE
RSO REGION 4 RBE
ASSIGNED

Contains Recycled Materials
81-125-1387

SP*7515

711

4

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 3/26/80
Donald L Rout

Mar. 27. 1980 Bid Letting ________ All Clear Deadline
SECTION Fuego Rd.-MP 241 (Forge Rd.)
Highway The Dalles - Calif.
County Klamath Region 4
Type of Work Overlay Funds State
State ___ Consultant ✓ Plans Avail. ___ Yes ___ No

DOCUMENTS:

No Fed Funds

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
EIS	☒	☐	☐	☐	☐	
Negative Declaration	☒	☐	☐	☐	☐	
Project Assessment	☒	☐	☐	☐	☐	
Write-off Letter	☒	☐	☐	☐	☐	

PERMITS:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Division of State Lands	☒	☐	☐	☐	☐	
D.O.G.M.I.	☐	☒	☐	☐	☒	Two Sources Inactive 18-0014 & 18-0043
Corps of Engineers	☒	☐	☐	☐	☐	
Coast Guard	☒	☐	☐	☐	☐	
Co. Conditional Use	☒	☐	☐	☐	☐	
NPS Air Pollution	☒	☐	☐	☐	☐	
NPS Water Pollution	☒	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	

CULTURAL:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Cultural Survey	☐	☒	☐	☐	☒	
Cultural Salvage	☒	☐	☐	☐	☐	

NOISE:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Noise Study	☒	☐	☐	☐	☐	

4

STATE OF OREGON

INTEROFFICE MEMO

BEND, OREGON, 97701

TO: Donald L. Trout
Final Project Coordinator

DATE: February 28, 1980

FROM: R. J. VanCleave
R. J. VanCleave
Region Geologist

SUBJECT: Fuego Road, MP 241
The Dalles/California Highway
Klamath County
Prefix: 18-1942

Versteeg
Anderson
1 Christensen Dx
Olson
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Wakerlig

RECEIVED
FEB 29 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

Attached is a copy of a Special Use Permit from the State Forestery Department for use of a parcel of land adjacent to our quarry site on the Sun Mountain Highway. This site is a prospective source for the above project. Please note the special conditions on back of the permit and see that they are made a part of the contract.

In reviewing the file, I find that we originally requested a full Operating Permit in 1974. After Thomas Ehmett inspection report of March 18, 1976, I find the permit changed to a Total Exemption. The DOGMI Ident. No. is 18-0043. I'm suggesting to you that this site may be eligible for a Limited Exemption Permit.

RJV:pw
Enclosure

REFERRED TO
Board Stoudenmayer
✓ Cole Sample
Erikson Watson
Hager Dorn Lou
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Contains Recycled Materials
81-125-1387

SP*75683-125

VICTOR ATIYEH
GOVERNOR

Forestry Department
OFFICE OF STATE FORESTER
2600 STATE STREET, SALEM, OREGON 97310 PHONE 378-2560

February 26, 1980

In reply refer to:
314.1857

Oregon State Highway Division
P.O. Box 5309
Bend, Oregon 97701

Gentlemen:

Enclosed is Special Use Permit No. 314.1857 authorizing the use of certain land for stockpiling gravel and setting up an asphalt plant. Please note the special conditions on the back of the permit.

If you have any questions about such use please contact Anne Balone at the State Forestry Headquarters in Klamath Falls.

Sincerely,
H. MIKE MILLER, State Forester

By Burrell E. Birch
Burrell E. Birch
Land Specialist

BEB:gf

Enclosure

cc: Fred Graf - EOA
Steve Jacky - Klamath Falls

RECEIVED GEO
FEB 28 1980
REGION 4
ASSIGNED

12-71—1000

629: Form 3-1-4-101

Permit No. 314.1857

County Klamath

SPECIAL USE PERMIT

STATE OF OREGON—BOARD OF FORESTRY

Permit is hereby granted by the State Forester to the designated Permittee for the purposes and under the conditions hereinafter stated:

Permittee: Oregon State Highway Division, P.O. Box 5309, Bend, OR 97701

Purposes: To use an existing 250'x275' gravel yard in the NE¼SE¼NW¼ of Section 14, Township 33 South, Range 7½ East, W.M., for establishing temporary gravel stockpiles and an asphalt production plant

The use of this permit is subject to the conditions listed below, and the permit shall terminate March 1, 1981

CONDITIONS

Sec. 1. Any construction, reconstruction, alteration or improvements to state land, described above shall be done only in accordance with the specifications and standards approved by the State Forester; all such shall become the property of the State of Oregon unless otherwise in writing agreed by the State Forester.

Sec. 2. Permittee may remove or destroy forest products from above described state land, only after approval and designation by the State Forester. Permittee shall pay $---------- for all merchantable timber sold under separate timber sale contract No. ...., and $---------- for other forest values destroyed.

Sec. 3. Reference to Permittee herein, means also the employees and agents of Permittee. It is understood that the State Forester may act by and through his designated and authorized representatives. In exercising the privileges granted by this permit, Permittee shall comply with the laws of the State of Oregon, including all lawful regulations issued thereunder.

Sec. 4. Permittee shall exercise diligence in protecting from damage the state land, described above, and shall make payment for any damage to said land resulting from the negligence or the violation of this permit by Permittee. Other than ordinary wear and tear, Permittee shall repair all damage to roads used under this permit, provided however, that when Permittee and other authorized parties jointly use said roads, then each party shall be responsible for a proportionate part of the entire maintenance, which part shall be based upon the ratio of party use to total road use.

Sec. 5. Pub. Liab.: ---------- Property Damage ---------- During the period of this permit Permittee shall carry the above listed limits of insurance. Public liability shall cover all motor vehicles over roads [illegible] third party [illegible] liability and may be no more than $[illegible] and shall cover [illegible] damage to property including damage by fire, which loss or damage [illegible] from the activity of Permittee. Insurance may be evidenced by certificates or by copies of policies. Company [illegible] shall be acceptable to the State Forester.

Sec. 6. Permittee shall provide a bond of $---------- The bond required by this section, if any, shall be in favor of the State of Oregon, and shall guarantee the faithful performance of the terms and conditions of this permit by Permittee.

Sec. 7. The required payment [illegible] and insurance [illegible] shall be submitted to State within ---------- days of the date of signing of this permit [illegible] by State prior to Permittee's exercise of any of the provisions [illegible].

Sec. 8. This permit is [illegible]. This permit may be terminated by the State Forester [illegible] the terms and conditions hereof.

Sec. 9. This permit includes [illegible] Sec. 10 and Sec. 11. These special conditions are listed on the back of this page or attached hereto.

Dated this 25th day of February, 1980

Assistant State Forester

SP*74872-620

SPECIAL CONDITIONS

Sec. 10 Permitee shall move the two gravel stockpiles presently located on the within described premises to the edge of the clearing. Each of said two gravel stockpiles shall be maintained in its entirety and not mixed together. One of said two gravel stockpiles is the property of the Department of Forestry and contains approximately 100 cubic yards of 2" minus rock.

Sec. 11-Any insurance and bond required of any contractor performing any work under this permit shall protect the Department of Forestry as well as Permitee and shall include bodily injury in an amount not less than $100,000/$200,000, and property damage, including automobile, in an amount not less than $50,000. Evidence of such insurance and bond shall be submitted to the State Forester prior to the commencement of such work by said contractor.

4

STATE OF OREGON **INTEROFFICE MEMO**

Highway - Traffic 378-6537 TRA 3-5
DEPT. TELEPHONE

TO: D. D. Allen
Region 4 Engineer

DATE: December 28, 1979

FROM: L. E. George
Traffic Engineer

SUBJECT: Requested Reconsideration of Accident History Analysis
The Dalles-California Highway
Fuego Road-Forge Road Section
US97 - Highway No. 4 - M.P. 231.0 to M.P. 241.0
Klamath County

As requested in a note on our original letter, dated December 18, 1979, concerning the subject section, consideration was given to the accident experience that would be preventable by passing bay construction.

In the five-year period from January 1, 1974 to December 31, 1978, there were 49 reported accidents. Thirty-six or 73 percent were non-collision or fixed object type accidents. These are not generally considered preventable by such treatment. There were four head-on, three rear-end and three sideswipe type accidents that may have been prevented by passing bay construction. The data also showed no concentration of such preventable accidents.

Therefore, no recommendation can be made for location of a passing bay, even if it was thought to be justified. This section has a very low ADT in comparison with other sections of US97. Considering the accident rate and other data supplied in our earlier letter, we have no additional recommendations.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

GLC:ds
Attachments

cc: J. H. Versteeg ✓

REFERRED TO
____ Beard ____ Stoudenmeyer ____
✓ Cole ____ Sample ____
____ Eriksen ____ Watson ____
____ Hager ____ Dorn ____ Leu ____
[✓ Return] Discuss Do File Copy Due ____
BY FINAL DESIGN ENGINEER

1 ✓
3
2

ROAD DESIGN
SECTION
Action ____

4

STATE OF OREGON **INTEROFFICE MEMO**

Highway - Traffic 378-6537
DEPT. TELEPHONE

TO: W. E. Cole
Design Engineer Supervisor

DATE: December 18, 1979

FROM: L. E. George
Traffic Engineer

SUBJECT: Accident History on Overlay
Fuego Road - Forge Road
The Dalles - California Highway No. 4
Klamath County
M.P. 231.0 to M.P. 241.00

This acknowledges your correspondence, dated November 19, 1979, requesting a review of the accident history on subject location.

Our investigation revealed the accident rate for this section is 0.76, as compared with the statewide rate of 1.39. There were five fatal accidents in the last five years with eight persons being killed. Further investigation revealed driver drowsiness,* running off the road,* crossing the centerline and icy road conditions to be the main problems involving the fatal accidents. Therefore, we do not have any recommendations for construction measures to prevent these types of accidents.

L E George
L. E. George
Traffic Engineer

DKH:jrb

Bud G. ; H. Oberstag

If any treatment appears needed on our 97 overlays I think the improvement that would do the most good would be a 1/2-1 mile passing section (4 lane) similar to Bend-Redmond sections. You might see if the existing 4-lane sections have a better acc. rate. Just a thought. Dale Allen

Cannot justify a four lane section.

1 Versteeg ✓
Anderson
2 Christ
Olson
Sullivan
Turpin
Trout
Wakenig

RECEIVED
DEC 1? 1979
ROAD DESIGN SECTION

NOTED
W. E. COLE

RTE RE RCE PLA FAE
RECEIVED GEO
RUE DEC 20 1979
RSO REGION 4
ASSIGNED

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL ND/OR AUTHORIZATION

5-2-78

FROM: G. L. Green, Division Administrator Salem, Oregon	**PROGRAM NO.** **ITEM NO.** 80263	**FEDERAL AID PROJECT NO.** F-4-1(1) **S PROJECT NO.** See below **COUNTY NAME** Klamath **PROGRAM STAGE** (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Chief of Operations
Oregon Department of Transportation
Salem, Oregon

DATE PS & E APPROVED	**DATE AUTHORIZATION EFFECTIVE** 5-2-78	**FEDERAL ROUTE NUMBER** Primary4 **STATE ROUTE NUMBER** Primary 4

GENERAL LOCATION:

"Fuego Road-Forge Road Section"

GENERAL DESCRIPTION OF WORK:

Preliminary engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including archeological salvage and utility preparatory work TEC NTE $3,000 F.F. $2,570
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's April 26, 1978, letter, I concur that the subject project is a non-major action as set forth in FHPM 7-7-2, paragraph 10e.

The above authorization is with the understanding that the project will be developed to meet Federal-aid standards (minimum 3/4" overlay).

DATE 5-2-78	**SIGNATURE OF APPROVING OFFICIAL** G. K. Hossner	**TITLE** for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

1980 Jackson Ck. Rd.-Hot 9111
Springs Rd. Sec. of the
I.O.N. Hwy. (Paving)

US Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Public Lands Program - FY 1982

Date: January 11, 1982

From: Division Administrator

Reply to Attn of: HAM-OR/710.16

To: Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division

Copy [illegible]
Acc [illegible]
#9451
a2 35

Fiscal year 1982 Public Lands funds in the amount of $1.9 million have been allocated to Oregon for the Beede Reservoir - Drinkwater Pass project in Harney County. This allocation is to be combined with the approved transfer of FY 1981 Public Lands funds of $1.5 million as requested by your July 10, 1981 letter. These funds must be obligated by the end of FY 1983 at which time any unobligated balance is subject to withdrawal.

Your November 5, 1981 request to transfer funds released by final vouchers from projects FLH-3(22) and FLH - 9(1) has not been approved. Action will be taken to return the unobligated balances to the Washington Office.

for Dale E. Wilken

cc:
OSHD (D E Swan)

RECEIVED
ST. HWY ENGR
JAN 12 '82
REFER TO
FOR

9111

L.

November 5, 1981

PRO 6

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

/s/ D. H. Moehring
FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Public Lands Highway Funds

[illegible]
1451

Oregon has a current allocation of $1.5 million in Public Lands Highway Funds. Our July 10, 1981 letter requested your approval to transfer this allocation to the Reede Reservoir-Drinkwater Pass project on the Central Oregon Highway. This is considerably less than what we requested August 18, 1980. The project does not lend itself to be shortened and a renewed application for an additional $1.28 million in Public Lands Highway Funds was made on July 2, 1981.

The Jackson Cr. Rd.-Hot Springs Rd. Section on the I.O.N. Highway, Project No. FLH-3(22), will release $112,244.16 by final voucher.

The Fossil Cr.-Lone Cr. Project on the John Day Highway, Project No. FLH-9(1) will soon be ready for final voucher and should release approximately $50,000.

Considering the impact of inflation in Highway Construction Costs, the funds that could be realized from the 2 projects would not equal the loss in purchasing power of the $1.5 million currently allocated to Oregon.

I request that the funds released by final voucher on these 2 projects be allocated to the Reede Reservoir-Drinkwater Pass project on the Central Oregon Highway.

DES:nf

cc: D. H. Moehring
E. S. Hunter
D. D. Allen

STATE COPY

9111

U.S. GOVERNMENT PRINTING OFFICE: 1974 — 752 - 828

cy: State (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 3	COUNTY Malheur	DIVISION Oregon
DATE OF REPORT 5-1-81	REPORT MADE BY David B. Carter, Area Engineer		PROJECT NO. FLH-3(22)
COMPLETION DATE 6-19-80	ACCEPTANCE DATE BY CONTRACT AGENCY 3-12-81	TIME ELAPSED $\frac{60}{150} = 40$ %	CONTRACT TIME 150 calendar work days
APPROVED EXTENSIONS None	LOCATION Approximately 12 miles north of McDermitt, Nevada on the I.O.N. Highway in Malheur County, OR		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

JACKSON CREEK ROAD-HOT SPRINGS ROAD
I.O.N. HIGHWAY
Paving

This project provided for the resurfacing of 5.44 miles of this highway beginning at M.P. 105.36 and ending at M.P. 110.80.

The final cost of the original contract bid items was $741,320.41, or a 7.7 percent overrun of the contract bid amount of $688,225.00. The final cost of the project, including all changes and engineering, was $882,380.49.

A final inspection of the completed project as made on August 21, 1980.

All participating work has been completed.

All signing and striping is complete.

RECEIVED
STATE HWY ENGR
MY 7'81
REFER TO
FOR
Info | Act | File

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by D. B. Carter Area Engr. David B. Carter		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE 5/6/81	TITLE Field Operations Engineer	DATE 5/1/81

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

#9111

L

March 30, 1981

Safeco Insurance Company of America
1500 S.W. First Avenue
Portland, OR 97201

COM 5
#9111

Gentlemen:

A post-final payment for $600 will be made to Nelson-Deppe, Inc., on Contract No. 9111 for paving on the Jackson Creek Road-Hot Springs Road Section of the I.O.N. Highway in Malheur County as soon as the warrant is prepared.

The total amount paid on this contract will be $811,330.94 including the post-final payment. No force account work was performed on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc
cc: Nelson-Deppe, Inc.
Box 768
Nampa, ID 83651

bc: C. T. Keasey
Walt Hart
W. E. Schwartz

#9111

L.

March 17, 1981

Safeco Insurance Company
1500 S. W. First Avenue
Portland, OR 97201

CON 5
#9111

Gentlemen:

Contract No. 9111 awarded to Nelson-Deppe, Inc. for paving on the Jackson Creek Road-Hot Springs Road Section of the I.O.N. Highway in Malheur County was completed on January 12, 1981 and accepted by the State Highway Division on March 12, 1981.

Final payment in the amount of $6,207.43 will be released to the contractor after March 23, 1981. The total contract amount is $810,730.94 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: Nelson-Deppe, Inc.
Box 768
Nampa, ID 83651

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
W. E. Schwartz

9111

File

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Morse Bros., Inc. No. 9175	Falls City (N. Main St.) Polk County	February 9, 1981
R. A. Hatch Co. No. 8860	Ross Island Br.-SE 50th St. (Portland) Multnomah County	February 9, 1981
D Mc D Corporation No. 9174	Heppner Rock Production Morrow County	February 9, 1981
Aichele Landscaping & Ben Fox No. 8970	N.E. Maywood Place Multnomah County	February 13, 1981
R. L. Coats No. 9108	Fremont Jct.-Hackett Dr. Deschutes & Klamath Co.	February 13, 1981
Hamilton Electric,Inc. No. 8689	Pac. Hwy. W @ 5th Ave. (Eugene) Lane County	February 17, 1981
Ross Bros. Construction, Inc. No. 9125	Big Butte Creek Bridge Jackson County	February 17, 1981
A. K. Lundmark & Son, Inc. No. 9144	Upper White River (Crossing Rd.) Bridge Wasco County	February 17, 1981
R. L. Coats No. 9000	Lava Butte Lookout-Sugar Pine Butte Rd. Deschutes County	February 17, 1981
Eucon Corp. of Idaho No. 9012	Pendleton-Adams Umatilla County	February 19, 1981

Contractor and Contract No.	Section and County	Acceptance Date
Humphrey Const., Inc. No. 8710	SE Stark/Wash. Intchge. (Wash. St. U'Xing.) Multnomah County	February 19, 1981
C. H. Savage Co. No. 9150	Columbia River (Astoria) Bridge Clatsop County	February 19, 1981
Dirt & Aggregate Interchange No. 9178	N. 11th St.-Wyeth St. (St. Helens) Columbia County	February 23, 1981
Babler Bros., Inc. No. 9020	Devine Summit-Burns Jct. & Burns-Burns Jct. Harney County	February 24, 1981
Cascade Construction Co., Inc. No. 9161	Arterial Street Overlay (Portland) Multnomah County	February 24, 1981
Babler Bros., Inc. No. 9043	Willamette Jct.-Chemult Klamath County	February 26, 1981
Western Mixing Co.,Inc. No. 9045	Grass Valley-Shaniko Sherman County	February 27, 1981
F. Hodgson & Sons No. 9033	Deadmans Pass Safety Rest Area Umatilla County	March 5, 1981
Ontario Asphalt & Concrete Co. No. 9158	NW Dorian Dr.-NW Verde Dr. (Ontario) Malheur County	March 5, 1981
Johnson Rock Products, Inc. No. 9073	Florida Ave.-Vermont Ave. (North Bend) Coos County	March 6, 1981
Holst Construction Co. No. 9021	Dexter Lake South Bridge & Willamette Hwy. @ Jasper/ Lowell Rd. Lane County	March 10, 1981
Stukel Rock & Paving, Inc. No. 9110	Fuego Rd.-Forge Rd. Klamath County	March 10, 1981

Contractor and Contract No.	Section and County	Acceptance Date
Weaver Construction Co. No. 9081	Port of Entry (Farewell Bend) Malheur County	March 11, 1981
Nelson-Deppe, Inc. No. 9111	Jackson Creek Road-Hot Springs Road Malheur County	March 12, 1981

March 12, 1981

C. T. Keasey
Asst. State Highway Engineer

9111

456

B. N. Hatcher
Resident Engineer

January 8, 1981

W. E. Cole
Design Engineer Supervisor

Jackson Cr. Rd.-Hot Springs
I.O.N. Highway
Malheur County
(Contract No. 9111)

This letter acknowledges receipt of your narrative report on the subject project.

We appreciate receiving these reports as they could be helpful to us in future design work.

WEC:ab

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION Jackson Creek Road - Hot Springs Road	WEEK ENDING 12/20/80
		SECTION PREFIX 123-1072
	HIGHWAY I. O. N.	COUNTY Malheur
NAME OF JOB	KIND OF WORK Paving	
CONTRACTOR Nelson - Deppe, Inc.	CONTRACT NUMBER 9111	FEDERAL AID PROJECT NUMBER FLH-3(22)
DATE OF CONTRACT April 7, 1980	DATE WORK STARTED April 14, 1980	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 150	CALENDAR DAYS USED 60
PROJECT AUTHORIZATION: $ 904,055.88	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 41
EXCLUSIVE OF ENGINEERING $ 832,368.63	ENGINEERING AUTHORIZATION $ 71,687.25	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 815,243.51	ENGINEERING COST TO DATE $ 60,059.33	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 97
ESTIMATED PERCENT UNDERRUN 3 %	PERCENT OF AUTHORIZATION 84 %	DATE PROJECT WAS COMPLETED: June 19, 1980

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
				100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT		5.44			5.44
MILES PARTIALLY COMPLETED					
MILES COMPLETED		5.44			5.44
TOTAL ESTIMATED QUANTITIES (CONTRACT)		3,500 T			26,500 T
TOTAL QUANTITIES CORRECTED TO DATE		7,821 T			26,526 T
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		7,821 T			26,526 T
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Sunny - Cold			
MONDAY	" "			
TUESDAY	" "			
WEDNESDAY	" "			
THURSDAY	" "			
FRIDAY	" "			
SATURDAY				

RECEIVED
DEC 22 1980
CONSTRUCTION
BRANCH

Richards
Berg
Inlows
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

14 SUNDAY	No work.
15 MONDAY	No work.
16 TUESDAY	No work.
17 WEDNESDAY	No work.
18 THURSDAY	No work.
19 FRIDAY	No work.
20 SATURDAY	No work.

REMARKS

Office working on semifinal.

Semifinal submitted December 16, 1980.

FINAL REPORT

SIGNED B. N. Hatcher LOCATION Burns
Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP*F216

STATE COPY

cc: State (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INITIAL REPORT

REGION NO. 10	REPORT NO. 1	COUNTY Malheur	DIVISION Oregon
DATE OF INSPECTION 6-5-80	INSPECTION MADE BY David B. Carter, Area Engineer	nal Signed by D. B. Carter Area Engr.	PROJECT NO. FLH-3(22)

IN COMPANY WITH
B. Hatcher, Resident Engineer, OSHD

LOCATION
Approximately 12 miles north of McDermitt, Nevada on the I.O.N. Highway in Malheur County, Oregon

CONTRACTOR NAME AND ADDRESS
Nelson-Deppe, Inc., P.O. Box 768, Nampa, Idaho 83651

AWARD DATE 4-7-80	CONTRACT AMOUNT $688,225	TIME ALLOWED 150 calendar work days	TIME STARTED 4-21-80	WORK STARTED 4-14-80
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 32%	WORK COMPLETED 58%	

REMARKS

JACKSON CREEK ROAD-HOT SPRINGS ROAD
I.O.N. HIGHWAY

This project provides for the overlay of this section of the I.O.N. Highway. The project is approximately 5.44 miles in length.

Work Completed

The leveling and base course is complete.

Work in Progress

The contractor was paving the last of the base course at the time of this inspection.

Comments

Paving of the top life is planned to start tomorrow with completion of the paving scheduled for next week.

Review of the job control test results of the asphaltic concrete mix indicates that the material is being produced in substantial compliance with the specifications. Some problems are being experienced with compaction of the mat. The contractor has furnished an additional roller to the project and conversation with Mr. Jim Wilson, Assistant Material Engineer, OSHD, on June 11, 1980 indicates the asphalt content has been

(continued)

Initial Report (cont.)
FLH-3(22)

increased by 1/2 percent. In addition, early tests indicated an anti-striping agent would not be required. However, later information indicates that an anti-striping agent is desirable and will be added to the remainder of the job. If satisfactory compaction is not obtained in the top lift, a seal should be considered.

RECEIVED
STATE HWY ENGR
JUN 24 '80
REFER TO
FOR
Info Inves R/D D/R Sign Act File

9111

U. S. DEPARTMENT OF TRANSPORTATI FEDERAL HIGHWAY ADMINISTRATION **LETTER OF APPROVAL AND/OR AUTHORIZATION** 6 - 2 - 80		FE RAL AID PROJECT NO. LH-3(22) STATE PROJECT NO. See below
FROM: G. L. Green, Division Administrator Salem, Oregon	PROGRAM NO. ITEM NO. 00075	COUNTY NAME Malheur PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 4 '80
REFER TO
FOR
Info Inves R/D D/R Sign Act File

DATE PS&E APPROVED 3-5-80	DATE AUTHORIZATION EFFECTIVE 5-2-80	FEDERAL ROUTE NUMBER Primary 87 STATE ROUTE NUMBER Secondary 456

GENERAL LOCATION:

Jackson Creek Road - Hot Springs Road

GENERAL DESCRIPTION OF WORK:

Extend Drainage Culverts

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ CONSTRUCTION - PROCEED ON AXXXXXXX XXXXXXXXXXR FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 5-2-80 as requested in Mr. Keasey's letter of 5-16-80 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 2 is is approved for a TEC of $3,536 Federal Funds.

DATE 6-2-80	SIGNATURE OF APPROVING OFFICIAL	TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975 631-055

9111

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 5-9.	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 4-28-80	State Oregon County Malheur Project No. FLH-3(22)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Jackson Cr. Rd. - Hot Springs Rd.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	3-5-80	5.44
OTHER *(Specify)*		

FUNDS Pro Rata 100%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 994,000.00	$ 994,000.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By________________

Assistant State Highway Engineer
(Title)

For: H.S. Coulter

State Highway Engineer
(Title)

By________________

____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By________________
(Division Administrator)

For: G.L. Green

Date executed by Division Administrator ________________

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon, ~~February 22~~, 1980
4-25

Federal Aid Project
No. FLH-3 (22)

Jackson Cr. Road-Hot Springs Road Section
I.O.N. Highway
Malheur County

Project agreement estimate.

Type code 6201
Roadway (M.P. 105.36 to M.P. 110.80)

Mobilization	All	Required		16,600.00
Temporary Protection and Direction of Traffic	All	Required		3,000.00
Temporary Signs	397	Sq.Ft.	5.00	1,985.00
Flagmen	500	Hour	18.00	9,000.00
Pilot Car	125	Hour	25.00	3,125.00
Removal of Delineators	140	Each	1.00	900.00
Watering	60	M-Gal	20.00	1,200.00
Aggregate Shoulder Material	3,500	Ton	7.50	26,250.00
Class "B" Asphalt Concrete Mixture	21,200	Ton	11.63	246,556.00
Class "B" Asphalt Concrete Mixture in Leveling	5,300	Ton	11.63	61,639.00
Asphalt Cement in Mixture	1,725	Ton	177.00	305,325.00
Asphalt in Tack Coat	45	Ton	227.00	10,215.00
Extra for Asphalt Approaches	5	Each	150.00	750.00
Delineators	140	Each	12.00	1,680.00
				$688,225.00

Anticipated Items

Permanent Pavement Striping	All Required	$ 1,900.00
Temporary Pavement Striping	All Required	1,900.00
Asphalt Cement Adjustment	All Required	100,000.00
		$103,800.00
	Subtotal	$792,025.00
	Engineering	118,803.00
	Total	$910,828.00

Length of Roadway - - - - - - - - 5.44 mi
Cost of Roadway Per Mile $167,431.62

Work Retained in Program Status

Extending Drainage Culverts	All Required	$4,500.00

Summary of Funds (100%)

Description	Total Cost	Federal Funds
Roadway	$910,828	$910,828
Reserve	83,172	83,172
Total	$994,000	$994,000

Group 1 100%
Contract No. 9111
Prefix 123-1486
Prefix 123-1072

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: FILE

DATE: March 20, 1980

FROM: H S Coulter
H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
March 27, 1980 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened March 27, 1980 on the following projects:

1. Willamette River (Harrisburg) Bridge
   Albany-Junction City Highway
   Lane and Linn Counties
   Painting Steel Bridges

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. CBD Signal System Expansion in Portland
   CBD Portland
   Multnomah County
   Traffic Signals

   Same as No. 1.

3. S.W. Macadam Avenue at S.W. Hamilton Court
   City Streets, Portland
   Multnomah County
   Traffic Signals

   Same as No. 1.

4. Multnomah County Operations and Maintenance Facility
   Phase 2
   Multnomah County
   Building Construction

   Same as No. 1.

5. SPRR X'ing at S.E. Lawnfield Road
   S.E. Lawnfield Road
   Multnomah County
   Grading and Paving

   Upgrading of railroad crossing. Maximum roadway with at tracks 30 feet, tapering to 24 feet at ends of project.

5. (continued)

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states, "footpaths and trails are not required to be established ... if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

6. Fremont Junction-Hackett Drive
The Dalles-California Highway
Deschutes and Klamath Counties
Paving

Shoulder/bicycle lanes will be striped and signed on this project.

7. Grayback Creek
Oregon Caves Highway
Josephine County
Grading, Slide Correction

Same as No. 1.

8. Fuego Road-Forge Road
The Dalles-California Highway
Klamath County
Paving

Overlay of existing surface. Four-foot shoulders available for bicycle and pedestrian use.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established ... where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

9. Jackson Creek Road-Hot Springs Road
I.O.N. Highway
Malheur County
Paving

Four-foot shoulders available for bicycle and pedestrian use.

Same as No. 8.

10. Willow Creek Bridge
Ione-Gooseberry Road
Morrow County
Structure

Ten-foot travel lanes with four-foot shoulders available for bicycle and pedestrian use.

Same as No. 8.

11. Court Way W.-Jackson St. W. (Monmouth)
Monmouth Avenue, North
Polk County

Six-foot shoulder bikeways provided for bicycle use and sidewalk with curb ramps provided for pedestrians.

12. Wenaha River (Troy) Bridge
FAS Route B630
Wallowa County
Structure

Twenty-eight-foot roadway on structure and approaches. Aggregate surfacing on approaches.

Same as No. 8.

13. Rock Creek Bridges
Keasey Road
Columbia County
Structures

Twenty-seven-foot, six-inch roadway on structures. Twenty-four-foot roadway with three-foot aggregate shoulders on approaches.

Same as No. 8.

14. Bully Creek Road-Ritter Junction
Pendleton-John Day Highway
Grant County
Paving

Twenty-two-foot roadway with three-foot shoulders.

Same as No. 8.

15. Ritter Junction-Long Creek
Pendleton-John Day Highway
Grant County
Paving

Twenty-two-foot roadway with three-foot shoulders.

Same as No. 8.

16. Valley of The Rogue State Park
Jackson County
Sewer Construction

Same as No. 1.

17. West Interchange, Sellwood Bridge
Macadam Avenue, Portland
Multnomah County
Structures

Bridge ramp improvement. A pedestrian-bicycle ramp overcrossing, pedestrian stairway and curb ramps will be constructed on this project.

RPS:ja

cc F. B. Klaboe
E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: FLH-3(22)

STATE PROJECT NO.: see below

FROM: G. L. Green, Division Administrator FHWA - Oregon Division	PROGRAM NO.	COUNTY NAME Malheur
	ITEM NO. 00075	PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 17 '80
REFER TO
FOR
Info | Inves | R/D | D/S | Spe | Act | File

3/18

DATE PS&E APPROVED 3/5/80	DATE AUTHORIZATION EFFECTIVE 3/5/80	FEDERAL ROUTE NUMBER Primary 87 STATE ROUTE NUMBER Secondary 456

GENERAL LOCATION:

Jackson Creek Road - Hot Springs Road Section

GENERAL DESCRIPTION OF WORK:

Pavement Overlay

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) Permanent Pavement Striping S.F. $1,900
Temporary Pavement Striping S.F. $1,900
Asphalt Cement Adjustment $100,000

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 3/4/80 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $994,000.

A signed copy of the Title Sheet is returned herewith.

DATE 3/5/80	SIGNATURE OF APPROVING OFFICIAL G.K. Hossn	TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1975-631-858

TECHNICAL SERVICES BRANCH PRO 6-3

Frank Terpin
Location Engineer

February 20, 1980

From: E. S. Hunter
Asst. State Highway Engineer

Subject: Allocation of Public Lands
Highway Funds FY 1980 - Oregon

11/31

Attached is a copy of a letter from Glen Green authorizing the transfer of $1.5 million from the Beede Reservoir-Drinkwater Pass project (US 20) to the Jackson Creek-Hot Springs Road Section of the I.O.N. Highway and the Fossil Creek-Bone Creek Section of the John Day Highway.

I understand that both projects are in the Location office.

Please quickly review both projects and send them to the Design Section. I would like to have these under contract as early this spring as possible in order to take advantage of this year's construction season. This means that we should start any right-of-way negoiation immediately in order to clear the projects.

ESH:ja

Attach.

cc/enc. J. H. Versteeg
Duane Christensen
J. B. Boyd
Pat Schwartz

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Th OREGON DIVISION -SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Allocation of Public Lands Highway Funds FY 1980 - Oregon

Date: February 14, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HAM-OR/710.16

To: Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division

Your letter of January 29, 1980, signed by Mr. L. W. Rulien, requested approval to reallocate FY 1980 FLH funds in the amount of $1,500,000 for the Beede Reservoir-Drinkwater Pass project, U. S. 20 in Harney County, to alternative projects,

Based on the data submitted in your letter, reallocation of the FY 1980 FLH funds in the amount of $1,500,000 is approved for the following projects:

> Jackson Creek-Hot Springs Road Section of the I.O.N. Highway - estimated cost: $994,000.
>
> Fossil Creek-Bone Creek Section of the John Day Highway - estimated cost: $440,000.

Funds for the projects should be placed under contract as promptly as possible. The funding for physical construction which is not advanced by the end of FY 1981 is subject to withdrawal.

G. L. Green

cc:
Region 10 (HEX-010) w/app and Coulter ltr (1-29-80)

RECEIVED
TECHNICAL SERVICES
FEB 19 '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | ...

cc Hunter
proceed on this basis
R Mackenzie — do in first 6 yr. program

RECEIVED
STATE HWY ENGR
FEB 15 '80
REFER TO
FOR

ACC 9

DATE: January 29, 1980

TO: Glen L. Green, Division Administrator
Federal Highway Administration

FROM: L.M.F.
H. S. Coulter
State Highway Engineer

SUBJECT: Allocation of Public Lands Highway Funds
FY 1980 - Oregon
Your File: HAM OR/710.16

On November 27, 1979, you notified us of the approval of FLH Funding in the amount of $1,500,000 for the Beede Reservoir-Drinkwater Pass Project. We have since determined that this amount is not sufficient to provide for construction of the project for which we applied. We feel very strongly that this project needs to be constructed in its entirety as one job and we prefer to wait for future funding.

Your January 22, 1980, letter indicated there are no additional FLH Funds to allow this. Therefore, we request that the $1.5 million approved for Oregon be reallocated to provide funding to alternative projects of nearly equal priority. These projects are the Jackson Creek-Hot Springs Road Section of the I.O.N. Highway, and the Fossil Creek-Bone Creek Section of the John Day Highway. Corrected estimates of the cost of these two projects are $994,000 and $440,000, respectively, in FLH Funds. These two projects were the subject of our 1977 application for Public Lands Highway Funds. A copy of that part of the 1977 application that concerns these two projects, with estimates corrected, is attached. The Jackson Creek-Hot Springs Road is the northerly portion of the Jackson Creek-McDermitt project which you approved for FLH Funds in 1977. The design of these two projects has been advanced and they can be brought to construction this year.

Your favorable consideration of this request is solicited.

DES:fc jh
bc: F. B. Klaboe
D. H. Moehring
E. S. Hunter

9111

[illegible] 1-23-80
[illegible]

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

LOG NOTED
H. S. COULTER

RECEIVED
STATE HWY ENGR
JAN 16 '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

January 16, 1980

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

#7451

Dear Mr. Green:

Allocation of Public Lands Highway
Funds FY 1980 - Oregon
Your File HAM.OR/710.16

On August 16, 1979 we submitted a request for Public Lands Highway Funds for two projects -- the Beede Reservoir-Drinkwater Pass Section of the Central Oregon Highway, and the Jackson Creek-Hot Springs Road Section of the I.O.N. Highway. By memorandum dated November 27, 1979 you advised us that we had been granted funding in the amount of one and one-half million dollars for the Beede Reservoir-Drinkwater Pass project on the Central Oregon Highway (FAP 2).

A description of the project and our request for funding is as follows:

	Length			In Thousands of Dollars			
Section	FLH	State	Total	FLH	State	FAP	Total
Beede Res.-Drinkwater Pass Central Oregon Hwy.,FAP 2 M.P. 165.7-M.P. 117.5	7.3	4.5	11.8	$3,500	$230	$1,700	$5,430

A copy of the August 16, 1979 submittal to your office is attached.

The purpose of this letter is to request that you use whatever means are available for obtaining additional FLH funds in the amount of two million dollars in order that we may complete the entire project as proposed.

We have examined the location survey and determined that approximately half of the project can be improved with the funds allocated. Although this would represent a substantial improvement, it does not appear to us to be in the public interest to proceed with half a project, thereby leaving an unfinished gap with no assurance that funding will be forthcoming in the future. As you know, funding from other sources is not a viable alternative, in that all of our Primary and State funds are allocated to other projects.

The Oregon Transportation Commission has maintained the practice of expending its FLH allocation for improving highways that are bordered by public lands administered by the Bureau of Land Management, thus returning the benefit of those improvements to the highway user through areas of public lands. We therefore respectfully request that a total of three and one-half million dollars Public Lands Highway Funds be allotted to the State of Oregon for construction of the Beede Reservoir-Drinkwater Pass Section of the Central Oregon Highway, FAP 2.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer
Technical Services Branch

ESH:ja

Attachment

bc F. B. Klaboe
H. S. Coulter
D. H. Moehring
J. H. Versteeg
Gary Potter
Frank Terpin

Ed — I don't think we need
the $5,430,000 project — Am
interested in trying to get monies
needed to construct a 32'
section to close this gap. —
I thought we had a field
estimate of less than 3½ million
Am I missing something?
Scott

RECEIVED
TECHNICAL SERVICES
JAN 17 '80
REFER TO
FOR
Info Invest R/O D.R [illegible] [illegible] [illegible]

9/1

August 16, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Application for Public Lands Highway Funds

In response to your request of August 7, (Reference HRP-OR/710.16), we are submitting application for Public Lands Highway Funds for two projects:

1. Beede Reservoir-Drinkwater Pass on the Central Oregon Highway is an extension easterly of improvements started several years ago by completion of the FLH project between Pine Creek Road and Beede Reservoir, F-FLH-4(9).

2. Jackson Creek-Hot Springs Road on the I.O.N. Highway is the remainder of the project applied for last year, FLH-F-3(21), for which we did not receive complete funding.

There is a critical need for improving these sections. The existing bituminous surfacing is exhibiting serious distress. We have been unable to finance the correction of these conditions with other funds. The following information is submitted in support of this application for the two sections.

I. Beede Reservoir-Drinkwater Pass Section, Central Oregon Highway, FLH 4(-):

   1. The existing facility is substandard in roadbed width, travelway width, and surface stability throughout.

      a. The roadbed is generally 23 feet wide.

      b. The travelway consists of 20-foot bituminous surface approximately 2 inches in depth on an 11-inch rock base.

      c. Shoulders are gravel and average 1 1/2 feet in width.

d. Current ADT is 900 vehicles with a 20-year projection of 1,350 vehicles. Trucks make up approxmately 14 percent of the traffic with 55 percent of the trucks being 5-axle rigs.

2. The section under consideration is from M.P. 165.7 easterly to M.P. 177.5. Standards proposed for the reconstruction of this section are as follows:

Roadbed width - 36 feet
Pavement width - - - - - - - - - - - - - - - - - - - 24 feet
Paved Shoulders - - - - - - - - - - - - - - - - - - - 6 feet
Cement Treated Base - - - - - - - - - - - - - - - - - 10 inches
Leveling Course (A.C. over old paint) - - - - - - 1 inch
Asphaltic concrete wearing surface - - - - - - - 3 1/2 inches

The Base Design has been modified from the design used on project F-FLH 4(9) adjacent to the west because of changed conditions.

A climbing lane will be constructed on Drinkwater Mountain grade, M.P. 175.2 to M.P. 177.5.

The design hourly volume is 130 for the proposed improvement. The west end of this project is adjacent to project F-FLH 4(9) and 10.8 miles east of Buchanan. The design matches the adjacent section to the west.

3. Additional information as indicated below provides justification for the proposed improvements:

a. This section is on a main route, US 20, extending from Newport on the Oregon Coast easterly to connect with I-80N at Ontario, Oregon. This is the shortest east-west route connecting the Oregon Coast, the Willamette Valley, and a number of the larger towns in central and eastern Oregon to the Boise area in Idaho.

b. Service rendered by this facility is almost entirely involved with through traffic. The area through which the section passes is very sparsely settled and therefore generates very little to the total traffic.

c. This section is used extensively in the transportation of livestock, particularly in the fall and spring months when the cattle are being moved between summer range areas and winter feed lots. Other commodities which are transported across this area are lumber, livestock feed, machinery, and miscellaneous supplies.

d. This section of the highway has recurring surface failures throughout its length and is showing increasing signs of distress, which has been accelerated by last winter's unusually severe frost problems.

e. The present traffic justifies improvements based on the accepted standards for primary highways. The present average daily traffic is 700 vehicles (DHV of 105) for this section.

f. State, local or federal funds, other than Federal Lands Highway Funds, are available only in very limited amounts to finance construction of this section due to the need and greater demand for such funds on highways in more populated areas.

II. Jackson Creek-Hot Springs Road, I.O.N. Highway, FLH-3(-):

1. The existing facility is substandard in surface stability throughout:

   a. The existing roadbed is generally 32 feet wide.

   b. The travelway is 24 feet of bituminous surface, 4.5 inches in depth on a 5-inch rock base.

   c. Gravel shoulders are generally 4 feet wide.

   d. The existing average daily traffic is 700 vehicles with a 20-year projection of 1,100 vehicles. Trucks comprise approximately 17 percent of the traffic volume with 70 percent of the trucks being 5-axle rigs.

2. The section under consideration extends from M.P. 105.4 southerly 5.5 miles to M.P. 110.9 which is 10.5 miles north of the Oregon-Nevada State Line at McDermitt. The standards proposed for the structural overlay of this section are:

   Roadbed width - - - - - - - - - - - - - - - - 32 feet (no change)
   Pavement width - - - - - - - - - - - - - - - 24 feet (no change)
   Shoulders (paved) width - - - - - - - - - - - 4 feet (no change)
   Leveling Course - - - - - - - - - - - - - - - 1 inch A.C.
   Wearing Course - - - - - - - - - - - - - - - - 3 inches A.C.

   The above design meets the minimum standards included in the AASHTO "Geometric Design Standards for Highways Other than Freeways-1969."

The north end of the project is adjacent to project FLH 3(19) and is compatible with that section.

The design hour volume (DHV) is 100 vehicles for the proposed improvement.

3. The following information is furnished in justification of the proposed improvement.

   a. The section is on a main route, US 95, extending from the Canadian border north of Spokane, south to the Mexican border below Yuma, Arizona.

   b. The continuity, which this section gives to the Highway, provides benefits not only to the local users, but also intrastate and interstate commerce.

   c. The section is used in the transportation of livestock, feed, grain, lumber, machinery and other miscellaneous supplies.

   d. This section is one of several that have recurring surface failures and can only be corrected by a structural overlay.

   e. The present traffic justifies improvements to the standards proposed.

   f. State, local or federal funds, other than Federal Lands Highway Funds, are available only in very limited amounts to finance the construction of this section due to the need and greater demand for such funds on highways in more populous areas.

Four copies of a sketch map are attached showing the sections of the highway proposed for improvement.

Our application for Public Lands Funds will be supplemented with the necessary State and Federal Aid Primary Funds to give the proposed projects continuity. A summary of the lengths and costs for the two sections follows:

Section	Length			In thousands of dollars			
	FLH	State	Total	FLH	State	FAP	Total
Beede Res-Drinkwater Pass Central Oregon Hwy.,FAP 2 M.P. 165-7 - M.P. 117.5	7.3	4.5	11.8	$3,500	$230	$1,700	$5,430
Jackson Cr-Hot Springs Rd. I.O.N. Hwy., FAP 87 M.P. 105.4 - M.P. 110.9	5.5	0.0	5.5	880	0	0	880
TOTAL				$4,380	$230	$1,700	$6,310

We anticipate that these two projects can be advertised for contracting between January 1980 and June 1980. The location work is progressing satisfactorily. Environmental assessments have been prepared for both sections. They are located in remote areas of the state. The assessments classify the projects as nonmajor, requiring no further environmental statements.

Archeological surveys have been made and there are no significant sites affected by the proposed construction.

Both projects traverse Bureau of Land Management administered property. Both projects constitutes extension of previously constructed Federal Land Highway funded jobs.

Oregon has a current FLH funded project from Wagontire to Lake County line, FLH-F-1(9), which should be completed this month. Funds from this project were from Fiscal 1978. We request that we be allowed to use the unobligated funds, including any from our current project to help offset the effect of inflation on our proposed projects.

It is our opinion that the two proposed projects meet the criteria for financing with Public Lands Highway Funds and we request an allocation in the amounts listed be made to Oregon from the next available funds.

A priority listing of proposed projects and estimated costs, including the two above, is attached for your reference.

DHS:pf
Attachments

bcc: F. B. Klaboe
E. S. Hunter
D. H. Moehring
J. H. Versteeg
Gary Potter
F. E. Terpin

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Oregon Division - Salem

DATE: August 7, 1979

In reply refer to: HRP-OR/710.16

SUBJECT: Allocation of Public Lands Highway Funds

FROM : G. L. Green, Division Administrator

TO : Mr. H. Scott Coulter, State Highway Engineer
Oregon State Highway Division

On July 31 we forwarded a copy of a request for submission of proposed projects for financing under the subject program for fiscal year 1980. A short deadline for reply was indicated.

The date for submission to our Regional Office has now been established, making a reply to this office no later than August 23 necessary.

Please include a report on the status of fiscal year 1979 PLF projects and planned usage of unobligated funds.

G. L. Green

RECEIVED
STATE HWY ENGR
AUG 8'79
REFER TO,
FOR
Info

PROJECT MANAGEMENT BRANCH
PRI 3
AUG 11 1979
REFERRED TO
FOR
FILE: PM FA LG.

7111

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
April 23, 1979

FILE:

FROM: George C. Wills
Field Location Engineer

SUBJECT: Federal Lands Highway Program

TO: FILES

The five priority projects for subject project have been reviewed and estimates revised. A and B are pending, C, D and E should be considered for funding application this year for 1980 program.

	Project	Highway	($1,000) $FLH	$State	$FAP
A	Jackson Creek-Hot Springs Road	I.O.N.	555	0	0
B	Beede Res.-Drinkwater Pass	Central Oregon	2,309	155	1,145
C	Fossil Creek-Bone Creek	John Day	443	0	0
D	Crooked Creek-Flight Strip	I.O.N.	1,584	36	268
E	S. Unit, Pikes Ranch-Valley Falls	Lakeview-Burns	2,541	179	1,322

GCW:ge

cc: E. S. Hunter✓
D. E. Swan
F. E. Terpin

RECEIVED
TECHNICAL SERVICES
APR 2[illegible] 79
REFER TO
FOR

Info	Inve	R/D	D R	Sign	Act	File

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon
May 31, 1978

FROM: W. E. Schwartz
Region Engineer

TO: H. S. Coulter
State Highway Engineer

S A L E M

SUBJECT: Proposed Projects
FLH Funding
Region 5

NOTED
H. S. COULTER

We would like to recommend two projects for FLH funding in Region 5.

1. I.O.N. Highway, M.P. 105.6 - M.P. 110.80, Jackson Creek-Hot Springs Road. We had recommended Jackson Creek-McDermitt in the last FLH program. This was cut back to Hot Springs Road-McDermitt due to lack of funds. We would like to recommend the rest of the project. It is badly in need of overlay and showed very high in the last SCR.

2. Central Oregon Highway, M.P. 165.7 - M.P. 176.2, Beede Reservoir-Drinkwater Pass. This project is #502 in the "B" Program of the Six-Year Program. If FLH funding can be obtained for any or all of this project, the State and Federal primary funds should be reallocated to project #508 in the "B" Program, Umatilla-Hermiston. This project is badly under-funded and anything that could be allocated to it would make the project more worthwhile.

WES/dlm

cc: Buzz Swan
George Wills

RECEIVED
STATE HWY ENGR
JUN -1 '78
REFER TO
FOR
Info | Inves | R&D | D.R | Sign | Act | File

1980 Willow Ck. Bridge Sec. 9112
of Ione-Gooseberry Rd.
(Structure)

CHA 7021 5-16-79

HIGHWAY DIVISION INVOICE

INVOICE NUMBER	134365
DATE	5-19-82
YOUR ORDER NUMBER	
BILLING REQ. NUMBER	CC 81-82
CODE	MØRRØWC

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

MORROW COUNTY
COURTHOUSE
HEPPNER OR 97836

CREDIT DISTRIBUTION

321.00	3,918.21
525-1966-296-00-000	674.18
525-1069-296-00-000	3,244.03
525-1966-297-00-000	(674.18)
525-1069-297-00-000	(3,244.03)

DESCRIPTION	TOTAL PRICE
Final settlement on RS-560(1) Willow Creek (Ione Bridge)	
Morrow Co Share of Project Co (See Attached)	$7,453.75
Less Amount drawn on letter of Credit #33992 5-80	(1,070.00)
Less Amount drawn on letter of Credit #33992 8-80	(950.00)
Less Amount drawn on letter of Credit #33992 8-80	(1,197.00)
Less Amount drawn on letter of Credit #33992 9-80	(1,254.65)
Paid by Morrow Co. on invoice #130270 Dated 11-7-80	(583.26)
Paid by Morrow Co. on invoice #131535 Dated 4-17-81	(480.63)
AMOUNT DUE	$3,918.21

If you have questions on this invoice
Please contact Harold Reynoldson
Phone 1-800-452-7813 Ext 8-6011

110.00 Final

734-1150 (6-81)

7112 P

HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING
(OR ADVANCE DEPOSIT TRANSFER)

INVOICE NUMBER

DATE 5-13-82

PURCHASE ORDER NUMBER

☐ PARTIAL ☒ FINAL

CODE

PRIOR REQUEST NUMBER

BILLING REQUEST NUMBER CC 81-82

BILL TO:

Morrow County
Courthouse
Heppner, Oregon 97836

CREDIT DISTRIBUTION

321.00

525-1966-296-00-000	674.18
525-1069-296-00-000	3244.03
525-1966-297-00-000	<674.18>
525-1069-297-00-000	<3,244.03>

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	TOTAL
Final Settlement on RS-560(1), Willow Creek (Lone Bridge)	
Morrow Co. Share of Project Co. (See attached)	$ 9,453.75
Less Amount drawn on letter of Credit #33992 5-80	-1070.00
Less Amount drawn on letter of Credit #33992 8-80	-950.00
Less Amount drawn on letter of Credit #33992 8-80	-1197.00
Less Amount drawn on letter of Credit #33992 9-80	-1254.65
Paid by Morrow Co on invoice #130270 dated 11-7-80	-583.26
Paid by Morrow Co. on invoice # 131535 dated 4-17-81	-480.63
Amount Due	$ 3,918.21

If you have questions on this invoice please contact
Harold Reynoldson Phone 1-800-452-7813
Ext 86011

Advance Deposit Amount	$ -0-
Advance Deposit Previously Transferred to Highway Fund	$ -0-
Balance	$ -0-
Transfer to Highway Fund	$ -0-
	-0-

AMOUNT DUE $ 3,918.21

SUBMITTED BY Diane Galida

APPROVED BY

RECEIVED
MAY 12 1982
CONTRACT ACCOUNTING

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** 5-11-82

COUNTY MORROW **Contract No.** 9116 **Date Completed** 7-14-80

PROJECT # RS-B560(1) **Section** Willow Creek (Ione) Bridge

PAYMENTS TO CONTRACTOR

	ITEM	TOTAL COST
P.E.	(Federal Participation)	$ 13,772.87
Less Bridge Design		2,644.62
		$ 11,128.25
Federal Funds Collected for P.E. ($11,128.25)(88.18) = $9,812.89		
Engineering	(Non Participation)	$ 16.50
Construction		
Payment to Contractor	(Federal Participation)	$133,525.80
Engineering		11,270.96
		$144,796.76
Interest Paid to Contractor	(Non Participation)	$ 20.67
Engineering		402.83
		$ 423.50
Federal Funds Collected for Construction $127,681.78		

County Share of Costs:
1/2 ($11,128.25 - $9,812.89 + $144,796.76 - $127,681.78 + $402.83)
+ $16.50 + $20.67 = $9,453.75

ACCOUNTING: Please send copy of this itemized statement with billing also to Roger Lang, Region 5.

Reference: Billing Form CC 81-82

FORM 734-1745

Memo to [illegible]:   1-8-82 DG

A letter of credit was issued by Marion County to cover an [illegible] cost on RS-8550(1), Willow Creek (Lone) Bridge Section. This letter of credit was used in error to cover cost on RS 8550(2) Eightmile Creek Bridge Section located in Marion County.

Dr	[illegible]	$1,010.00	[illegible] letter of credit	[illegible]
[illegible]	8-80	1,197.66	[illegible]	33272
[illegible]	[illegible]	1,254.65	[illegible] letter of credit	33272
[illegible]		250.00	[illegible]	[illegible]
[illegible]	11 [illegible]	[illegible]	[illegible]	
		[illegible]		

[illegible]

[illegible] payment [illegible] [illegible] method of using [illegible] [illegible]

[illegible]

9112

p

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
1/4/82	CC 81-82		525-1966-297 525-1069-297

BILL TO: Code:

Morrow County Court

Courthouse

Heppner, Oregon 97836

Attn: Honorable D.C. McElligott, Co. Judge

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING: Willow Creek (Ione) Bridge Section. This is an FAS-C Project No. RS-B560(1).			
County Share of Costs:			
County Advance Deposit			$10,700.00
County's Share of Costs			9,453.75
REFUND DUE COUNTY			$ 1,246.25

See New Billing 5-19-82

(Please attached Itemized Statement with Billing)

Advance Deposit Amount $ 10,700.00

Advance Deposit Previously Transferred to Highway Fund $ 9,453.75

Balance $ 1,246.25

Transfer to Highway Fund $ - - - -

Refund Due $ 1,246.25

Partial or final request for billing FINAL

Number of the previous request in connection with this service. - - - - - -

Amount Due $

Submitted by: Harold Reynoldson

Harold Reynoldson

Approved: D E Swan

D.E. Swan

SP*35736-734

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** 1-4-82

COUNTY MORROW **Contract No.** 9112 **Date Completed** 7-24-80

PROJECT # RS-B560(1) **Section** Willow Creek (Ione) Bridge

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
P.E.	(Federal Participation)	$ 13,772.87
Less Bridge Design		2,644.62
		$ 11,128.25
Federal Funds Collected for PE ($11,128.25)(88.18) = $9,812.89		
Engineering	(Non Participation)	$ 16.50
Construction		
Payment to Contractor	(Federal Participation)	$133,525.80
Engineering		11,270.96
		$144,796.76
Interest Paid to Contractor	(Non Participation)	$ 20.67
Engineering		402.83
		$ 423.50
Federal Funds Collected for Construction $127,681.78		

County Share of Costs:
1/2 ($11,128.25 - $9,812.89 + $144,796.76 - $127,681.78 + $402.83)
+ $16.50 + $20.67 = $9,453.75

County Advance Deposit	$10,700.00
County Share of Costs	9,453.75
REFUND DUE COUNTY	$ 1,246.25

Reference: Billing Form CC 81-82

FORM 734-1745

7112

A

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** 5-11-82

COUNTY MORROW **Contract No.** 911~~0~~2 **Date Completed** 7-14-80

PROJECT # RS-B560(1) **Section** Willow Creek (Ione) Bridge

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
P.E.	(Federal Participation)	$ 13,772.87
Less Bridge Design		2,644.62
		$ 11,128.25

Federal Funds Collected for P.E.
($11,128.25)(88.18) = $9,812.89

Engineering	(Non Participation)	$ 16.50
Construction		
Payment to Contractor	(Federal Participation)	$133,525.80
Engineering		11,270.96
		$144,796.76
Interest Paid to Contractor	(Non Participation)	$ 20.67
Engineering		402.83
		$ 423.50

Federal Funds Collected for Construction $127,681.78

County Share of Costs:
1/2 ($11,128.25 - $9,812.89 + $144,796.76 - $127,681.78 + $402.83)
+ $16.50 + $20.67 = $9,453.75

~~County Advance Deposit~~	~~$10,700.00~~
~~County Share of Costs~~	~~9,453.75~~
~~REFUND DUE COUNTY~~	~~$ 1,246.25~~

Change to be made by Diane - Advance changed

ACCOUNTING: Please send copy of this itemized statement with billing also to Roger Lang, Region 5.

Reference: **Billing Form** CC 81-82

FORM 734-1745

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Willow Creek Bridge Ione/Goosberry County Road Morrow County					
	Preliminary Engineering Type Code P.E.					
	State	All Required			$ 13,772.87	
	Construction Type Code X080 Structure Br. #10904A (Sta. 5+86 To Sta. 6+74)					
	Final Contract Payment Summary	Lump Sum			133,525.80	
	Construction Engineering					
	State	All Required			11,270.96	
	Total Participating Project Cost				$158,569.63	
	Nonparticipating Cost					
	Preliminary Engineering (State)-	All Required			$ 16.50	
	Interest on Final Payment	All Required			20.67	
	Construction Engineering (State)	All Required			362.35	
	Total Nonparticipating Cost				$ 399.52	
	Total Project Cost				$158,969.15	
	Prepared based on Participating Costs as shown on Federal Billing as of 9/17/81.					
	AMOUNT CARRIED FORWARD					

MEMORANDUM

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE Oregon	FEDERAL AID PROJECT NO. RS-0560(1)
PROGRAM APPROVED	VOUCHER PERIOD From: 4-12-79 To: 3-25-81

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$ 13,789.37	$ 13,772.87	88.18%	$ 12,144.92	$ 12,144.92	$ 0.00
145,179.78	144,796.76	88.18%	127,681.78	127,681.78	0.00
$158,969.15	$158,569.63	88.18%	$139,826.70	$139,826.70	$ 0.00

	DATE	BY
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		
PASSED FOR PAYMENT		Oregon
FORWARDED BY FHWA DIVISION OFFICE		9/4/81

V.E. Skoog, Controller

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

```
                          525   1067                                                                  68,8[illegible]2.75
                                           TOT      P1                  786.10              786.10          127.81
                                           TOT      N1                   13.50               13.50       69,010.57  **
                                        ** JOB TOTALS **                799.60  **          799.60  **
                                                                                                        STATE
WILLOW CREEK BRIDGE           CONT NO 9112 * FA PROJ NOS RS  560001 100                            133,525.80    80     81
                                525   1069     201      00 P 1                                          20.67    81     81
                                525   1069     206      00 N 1                                     127,681.78CR  80     81
                                525   1069     296      00 N 9           91.00CR          480.08CR
```

```
                                                                            SEPTEMBER 1981        PAGE  228
TOTAL TO DATE JOB COST SUMMARY
                                                                                 FISCAL           GRAND TOTAL    ACTIVE YRS
                                                                                                    TO DATE      BEG   END
DESCRIPTION OF JOB OR DEPARTMENT    PREFIX        FUNCTION  SR    CURRENT MONTH  YEAR TO DATE    127,[illegible]1.78  [illegible]  81
                                525   1069     298      00 N [illegible]         91.00          480.08        11,0[illegible]3.33   [illegible]  81
                                [illegible]   1069     [illegible]      00 P 1                                           2[illegible]1.72   80   80
                                [illegible]   1069     960      00 N 1                                            95.25   80   80
                                [illegible]   1069     920      00 P 1                                            48.42   81   81
                                [illegible]   1069     945      00 P 1                                 53.96        53.96   81   81
                                [illegible]   1069     948      00 P 1            53.96            40.48        40.48   81   81
                                [illegible]   1069     948      00 N 1            40.48                         110.63   80   81
                                [illegible]   1069     960      00 N 1                             53.96    144,796.76
                                525   1069     TOT      P1                   53.96            40.48          423.50
                                               TOT      N1                   40.48            94.44  **   145,220.26  **
                                            ** JOB TOTALS **                 94.44  **
                                                                                                        STATE
ASH CR BR ((LOW COR RD)         CONT NO 9023 * FA PROJ NOS RS  557001 100                          139,533.51    79     81
                                527   1092     201      00 P 1                                           42.09CR  80     80
                                527   1092     203      00 N 1                                                    81     81
                                527   1092     270      01 P 1           18.69CR          311.73CR    139,458.34CR  79     81
                                527   1092     296      00 N 9                                           6,715.00  80     80
                                527   1092     297      00 N 9                             311.73     132,743.34  79     81
                                527   1092     298      00 N 9                             221.15      14,761.22  79     81
                                527   1092     900      00 P 1                                            150.76  79     80
                                527   1092     900      00 N 1                                             81.80  79     81
                                527   1092     920      00 P 1                                             42.09  80     80
                                527   1092     928      00 N 1                             125.02         125.02  81     81
                                527   1092     948      00 P 1                              51.62          51.62  81     81
                                527   1092     948      00 N 1                                             91.55  80     80
                                527   1092     960      00 N 1                                            210.97  79     81
                                527   1092     905      00 P 1           18.69CR          346.17     154,712.52
                                               TOT      P1                                  51.62         293.93
                                               TOT      N1               18.69CR**        397.79  **  155,006.45  **
                                            ** JOB TOTALS **
                                                                                                        STATE
SOAP CREEK BRIDGE               CONT NO 92[illegible] = FA PROJ NOS RS  515001 100    1,175.07CR     11,502.37     180,436.25    81     81
                                527   1[illegible]     201      00 P 1            3,100.00        8,446.69                     81     81
                                527   1[illegible]     204      00 P 1            2,145.07CR     44,046.34CR   191,910.46CR   81     81
                                527   1[illegible]     2[illegible]      00 N 9                                          10,[illegible]     81     81
                                [illegible]   [illegible]     [illegible]      [illegible] N 9
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TOTAL TO DATE JOB COST SUMMARY SEPTEMBER 1981

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
	524	1953	913	00 P 1			575.59	
	524	1953	914	00 P 1	18.00	18.00	2[illegible]9.75	
	524	1953	918	00 P 1		69.45	1,714.50	
	524	1953	920	00 P 1			13.40	
	524	1953	921	00 P 1	133.07	133.07	641.00	
	524	1953	922	00 P 1			93.99	
	524	1953	923	00 P 1			226.60	
	524	1953	926	00 P 1			1,017.67	
	524	1953	926	00 N 1			297.75	
	524	1953	927	00 P 1		337.27	2,5[illegible]5.67	
			TOT	P1	1,383.37	3,750.75	34,0[illegible]8.75	
			TOT	N1			302.75	
			** JOB TOTALS **		1,383.37 **	3,750.75 **	34,351.50 **	
WILLOW CR BR B 560	CONT NO 0000 * FA PROJ NOS RS 560001 100							STATE
	525	1966	29[illegible]	00 N 9	36.52	36.52	12,144.92CR	
	525	1966	2[illegible]8	[illegible] N 9	36.52CR	36.52CR	12,144.92	
	525	1966	901	[illegible] P 1	50.00CR	50.00CR	3,6[illegible].37	
	525	1966	9[illegible]	[illegible] N 1			1[illegible].50	
	525	1966	[illegible]	[illegible] P 1			1,675.71	
	525	1966	90[illegible]	[illegible] P 1			[illegible].56	
	525	1966	907	[illegible] P 1			64.15	
	525	1966	910	00 P 1			103.96	
	525	1966	911	00 P 1			[illegible].12	
	525	1966	913	00 P 1			1[illegible]7.[illegible]3	
	525	1966	918	00 P 1			2,213.[illegible]0	
	525	1966	920	00 P 1			103.30	
	525	1966	921	00 P 1			6[illegible].19	
	525	1966	922	00 P 1	3.96CR	3.96CR	74.65	
	525	1966	923	00 P 1			7[illegible].[illegible]2	
	525	1966	926	00 P 1			2,[illegible].94	
	525	1966	927	00 P 1			2,644.62	
			TOT	P1	53.96CR	53.96CR	13,772.87	
			TOT	N1			16.50	
			** JOB TOTALS **		53.96CR**	53.96CR**	13,789.37 **	
EIGHTMILE CR BR B 560	CONT NO 0000 * FA PROJ NOS RS 56000[illegible] 100							STATE
	525	1967	296	00 N 9	169.22	169.22	10,975.89CR	
	525	1967	297	00 N 9			4[illegible].00	
	525	1967	298	00 N 9	169.22CR	169.22CR	10,[illegible].89	
	525	1967	901	00 P 1			2,7[illegible].74	
	525	1967	901	00 N 1			2[illegible]1.74	
	525	1967	905	00 P 1			1,3[illegible]4.49	
	525	1967	906	00 P 1	30.20CR	30.20CR	129.3[illegible]CR	
	525	1967	910	00 P 1			72.64	
	525	1967	911	00 P 1			82.12	
	525	1967	913	00 P 1			25.03	

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                           TOT     P1        1.093.15                                 
                           TOT     N1                                             302.5
                        ** JOB TOTALS **     1.093.15  **     5.884.87  **       36.485.62  **

WILLOW CR BR B 560     CONT NO 0000 $ FA PROJ NOS RS  560001 100                            STATE
                          525   1966    296    00 N 9                  -36.52      12.144.92CR
                          525   1966    298    00 N 9                   36.52CR    12.144.92
                          525   1966    901    00 P 1                   50.00CR     3.804.37
                          525   1966    901    00 N 1                                  16.50
                          525   1966    905    00 P 1                               1.675.71
                          525   1966    906    00 P 1                                  25.56
                          525   1966    907    00 P 1                                  64.15
                          525   1966    910    00 P 1                                 108.96
                          525   1966    911    00 P 1                                  82.12
                          525   1966    913    00 P 1                                 107.88
                          525   1966    918    00 P 1                               2.218.20
                          525   1966    920    00 P 1                                 103.30
                          525   1966    921    00 P 1                                 635.19
                          525   1966    922    00 P 1                    3.96CR        74.65
                          525   1966    923    00 P 1                                  76.62
                          525   1966    926    00 P 1                               2.150.94
                          525   1966    927    00 P 1                               2.644.62
                                        TOT    P1                       53.96CR    13.772.87
                                        TOT    N1                                      16.50
                                     ** JOB TOTALS **              **   53.96CR**  13.789.37  **

EIGHTMILE CR BR B 560  CONT NO 0000 $ FA PROJ NOS RS  560002 100                            STATE
                          525   1967    296    00 N 9                  169.22      10.925.39CR




TOTAL TO DATE JOB COST SUMMARY                                    NOVEMBER 1981       PAGE  633

                                                                      FISCAL          GRAND TOTAL
DESCRIPTION OF JOB OP DEPARTMENT    PREFIX      FUNCTION  GR  CURRENT MONTH   YEAR TO DATE      TO DATE
                          525   1967    297    00 N 9                                 480.00
                          525   1967    298    00 N 9                  169.22CR    10.455.89
                          525   1967    901    00 P 1                               2.735.74
                          525   1967    901    00 N 1                                 241.74
                          525   1967    905    00 P 1                               1.394.49
                          525   1967    906    00 P 1                   30.20CR       129.34CR
                          525   1967    910    00 P 1                                  72.64
                          525   1967    911    00 P 1                                  82.12
                          525   1967    913    00 P 1                                  25.03
                          525   1967    914    00 P 1                                   2.10
                          525   1967    918    00 P 1                    4.12CR     1.624.08
                          525   1967    920    00 P 1                                  67.34
                          525   1967    921    00 P 1                  168.52CR       362.14
                          525   1967    922    00 P 1                                  47.86
                          525   1967    923    00 P 1                                  25.54
                          525   1967    926    00 P 1                               2.046.79
                          525   1967    926    00 N 1                                  10.00
                          525   1967    927    00 P 1                               3.388.35
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11-81

7112

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                          525   1067     960     00 N 1                                           786.10       68,882.76
                                         TOT     P1                                                13.50          127.81
                                         TOT     N1                                    **         799.60  **   69,010.57  **
                                     ** JOB TOTALS **
                                                                                                                          STATE
                       CONT NO 9112 * FA PROJ NOS RS  560001 100                                              133,525.80   80    21
 WILLOW CREEK BRIDGE      525   1069     201     00 P 1                                                           20.67    81    21
                          525   1069     206     00 N 1                                           480.08CR    127,681.78CR 80    21
                          525   1069     296     00 N 9                                           480.08      127,681.78   80    21
                          525   1069     298     00 N 9                                                        11,073.33   80    21
                          525   1069     900     00 P 1                                                           251.72   80    30
                          525   1069     900     00 N 1                                                            95.25   30    20
                          525   1069     920     00 P 1                                                            48.42   81    21
                          525   1069     945     00 P 1                                                            53.96   81    21
                          525   1069     948     00 P 1                                            53.96           40.48   21    21
                          525   1069     948     00 N 1                                            40.48



                                                                          NOVEMBER 1981        PAGE  253
 TOTAL TO DATE JOB COST SUMMARY                                              FISCAL            GRAND TOTAL     ACTIVE YRS
                                                  FUNCTION   GR  CURRENT MONTH             YEAR TO DATE         TO DATE      BEG   END
 DESCRIPTION OF JOB OR DEPARTMENT      PREFIX                                                                    110.63      80    81
                                    525   1069    960       00 N                                53.96          144,796.76
                                                  TOT       P1                                  40.48              423.50
                                                  TOT       N1                                  94.44  **      145,220.26  **
                                              ** JOB TOTALS **
                                                                                                                          STATE
                           CONT NO 9355   FA PROJ NOS RS  662001 100                          422,897.94       422,897.94   81    81
   E 112TH AVE-NE 148TH AVE                                             422,897.94              21,144.90CR     21,144.90CR 81    81
                          526   1042     201     00 P 1                  21,144.90CR           359,231.51CR    359,231.51CR 81    81
                          526   1042     204     00 P 1                 356,666.04CR             2,490.00        2,490.00   81    81
                          526   1042     296     00 N 9                                        356,741.51      356,741.51   81    81
                          526   1042     297     00 N 9                 356,666.04               1,111.30        1,111.30   81    81
                          526   1042     298     00 N 9                     547.46                  52.76           52.76   81    81
                          526   1042     900     00 P 1                                          1,484.26        1,484.26   81    81
                          526   1042     920     00 P 1                   1,484.26                 240.72          240.72   81    81
                          526   1042     940     00 P 1                     202.04                   5.06            5.06   81    81
                          526   1042     941     00 P 1                       5.06                  62.89           62.89   81    81
                          526   1042     944     00 P 1                      49.36                  85.59           85.59   81    81
                          526   1042     945     00 P 1                                        404,795.62      404,795.62
                          526   1042     985     00 P 1                 404,041.22             404,795.62  **  404,795.62  **
                                         TOT     P1                     404,041.22  **
                                     ** JOB TOTALS **
                                                                                                                          STATE
                       CONT NO 9023 * FA PROJ NOS RS  557001 100                                              139,533.51   79    81
 ASH CR BR (CLOW COR RD)  527   1092     201     00 P 1                                                           42.09CR  80    80
                          527   1092     208     00 N 1                                           311.730     139,458.34CR       81
                          527   1092     296     00 N 9                                                          6,715.00   80    80
                          527   1092     297     00 N 9                                           311.73      132,743.34         81
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#9112

L.

December 19, 1980

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

COM 5
#9112

Gentlemen:

On December 9, 1980, we wrote to you concerning release of final payment on Contract No. 9112 awarded to Douglas S. Coats, Inc., for the Willow Creek Bridge on FAS B560 in Morrow County.

Final payment on this contract is $2,000 and the total contract amount is $133,525.80. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc

cc: Douglas S. Coats, Inc.
P. O. Box 311
Bend, OR 97701

bc: C. T. Keasey
Walt Hart
W. E. Schwartz

#7112

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
R. A. Hatch Co. No. 8987	Silver Lake-Summer Lake (M.P. 48.1 - M.P. 75.0) Lake County	November 12, 1980
A-1 Sandblasting & Steam Cleaning Co. No. 9152	Coast Fork Willamette River Br. Lane County	November 13, 1980
Elting, Inc. No. 8709	NE Marine Dr.-NE Failing St. Multnomah County	November 13, 1980
Interstate Slurry Seal, Inc. No. 9170	Castle Rock-Cedar Creek (M.P. 4.8-M.P. 16.5) Tillamook & Yamhill Counties	November 13, 1980
Hertz Electric, Inc. No. 8902	Pendleton/John Day Hwy. @ SW 30th St. (Pendleton) Umatilla County	November 13, 1980
Grant County Redi-Mix No. 9077	Spray Rock Production Wheeler & Grant Counties	November 18, 1980
R. A. Hatch Co. No. 9030	Doherty Slide-Nevada State Line Lake & Harney Counties	November 20, 1980
Humbert Asphalting No. 9092	Paul Smith Rd.-S. Main St. (Boardman) Morrow County	November 21, 1980
Rogers Construction, Inc. No. 9160	Boardman (N. Main St.) Morrow County	November 24, 1980
Hughes & Dodd Co. No. 8991	Buck Creek Road Lake County	November 24, 1980
Wildish Corvallis Construction Co. No. 8976	N. Albany, Santiam Hwy. & Lebanon Road Intchges. Linn County	November 26, 1980

Contractor and Contract No.	Section and County	Acceptance Date
Erosion Control, Inc. No. 9109	Grayback Creek Section Josephine County	November 27, 1980
S. D. Spencer & Son No. 8472	S. Ashland Intchge.-Calif. State Line Jackson County	December 3, 1980
Western Mixing Co., Inc. & N. Santiam Sand & Gravel Co., Inc. J.V. No. 8997	Dodge Road-Estacada Clackamas County	December 4, 1980
Roy E. Ladd, Inc. No. 9019	Busway Rigid Frame (N. Banfield Intchge.) Multnomah County	December 4, 1980
Ray E. Wells, Inc. No. 8917	Kingwood St. (Florence) Lane County	December 4, 1980
Hertz Electric, Inc. No. 9121	Molalla Ave. @ Clairmont Way (Oregon City) Clackamas County	December 5, 1980
Bracelin-Yeager Excav. & Trucking No. 9136	Hemlock Ave.-8th Terrace (Coos Bay) Coos County	December 5, 1980
Douglas S. Coats, Inc. No. 9112	Willow Creek Bridge Morrow County	December 5, 1980
D & D Paving Co. No. 9097	Airport Rd. @ Salmon River Hwy. Yamhill County	December 5, 1980
Douglas S. Coats,Inc. No. 9165	Catherine Creek (Wilkinson Rd.) Br. Union County	December 5, 1980
Horton Bros., Inc. No. 9172	Rocky Point-M.P. 310.07 Curry County	December 5, 1980
Eugene Sand & Gravel, Inc. No. 9192	Coburg (Stuart Way) Lane County	December 8, 1980
Douglas S. Coats,Inc. No. 9094	Willow Creek (Glenn Rd.) Bridge Union County	December 9, 1980

December 10, 1980 C. B. Jackmond
For C. T. Keasey
Asst. State Highway Engineer

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	tate Oregon
MONTHLY TRANSACTION NUMBER 10-108		County Morrow
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Project Number RS-B560(1)
MODIFICATION NUMBER	10-10-80	

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 4, 1979, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 144,335.00	$ 162,801.00
Federal funds	$ 127,229.00	$ 143,507.00
Other revisions		

This modification is made for the following reasons: To include increase in P.E. and correct construction costs in summary of funds.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 10th day of October, 1980.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

XXX For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G.L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Con File

Oregon State Highway Division
Salem, Oregon October 9, 1980

Federal Aid Project
No. RS-B560(1)

WILLOW CREEK BRIDGE
IONE/GOOSEBERRY COUNTY ROAD
MORROW COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

Type Code P.E.
Preliminary Engineering

Preliminary Engineering		All Required	$ 13,850.00

Type Code X080
Structure Br. #10904A (Sta. 5+86 to Sta. 6+74)

Mobilization		All Required	$ 10,000.00
General Excavation	400 Cu. Yd.	7.00	2,800.00
Toe Trench Excavation	135 Cu. Yd.	10.00	1,350.00
Bridge Removal Work		All Required	9,000.00
Shoring, Cribbing, Etc.		All Required	500.00
Structure Excavation	45 Cu. Yd.	20.00	900.00
Furnish HP 10x42 Steel Piling	290 Lin. Ft.	30.00	8,700.00
Drive Steel Piles	10 Each	200.00	2,000.00
Splice Steel Piles	2 Each	100.00	200.00
Structural Concrete, Class 3300(16 Cu. Yd.)		All Required	4,000.00
4'x85'/90' Prestressed Box Beams	7 Each	10,000.00	70,000.00
Reinforcement (2,600 lbs.)		All Required	1,300.00
Metal Rail with Tubing	163 Lin. Ft.	45.00	7,335.00
Guard Rail, Type 2A	50 Lin. Ft.	15.00	750.00
Guard Rail, Type 3	100 Lin. Ft.	30.00	3,000.00
Guard Rail Anchors, Type 1	4 Each	400.00	1,600.00
Rail End Pieces, Type C	4 Each	100.00	400.00
Loose Riprap, Class 700	565 Cu. Yd.	10.00	5,650.00
Filter Blanket	125 Cu. Yd.	10.00	1,250.00
		TOTAL	$130,735.00

Anticipated Items

Seed and Mulch	All Required	$ 500.00
	SUBTOTAL	$131,235.00
	Engineering	17,716.00
	TOTAL	$148,951.00

SUMMARY OF FUNDS (88.15%)

Description	Total Costs	Federal Funds	State Funds	County Funds
Preliminary	$ 13,850.00	$ 12,208.00	$ 821.00	$ 821.00
Engineering	148,951.00	131,299.00	8,826.00	8,826.00
TOTAL	$162,801.00	$143,507.00	$9,647.00	$9,647.00

Group 1	100%
Contract No.	9112
Prefix	525-1966
Prefix	525-1069

1:2

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 5-4 PROJECT REPORT NUMBER MODIFICATION NUMBER	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 4 28-80	m Approved; O M B No. 04-R2089 State Oregon County Morrow Project Number RS-B560(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 4, 19 79, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 13,000	$ 144,335
Federal funds	$ 11,450	$ 127,229
Other revisions		

This modification is made for the following reasons: To add the structure phase of the work.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 28th day of April, 19 80.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

~~By~~ FOR: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G.L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

56717

file

Oregon State Highway Division
Salem, Oregon, April 21, 1980

Federal Aid Project
No. RS-B560(1)

WILLOW CREEK BRIDGE
IONE/GOOSEBERRY COUNTY ROAD
MORROW COUNTY

PROJECT AGREEMENT

TYPE CODE P. E. Preliminary Engineering	All Required		$ 13,600.00

Type Code X080
Structure Br.#10904A (Sta. 5+86 to Sta. 6+74)

Mobilization	All Required		$ 10,000.00
General Excavation	400 Cu. Yd.	$ 7.00	2,800.00
Toe Trench Excavation	135 Cu. Yd.	10.00	1,350.00
Bridge Removal Work	All Required		9,000.00
Shoring, Cribbing, ETC.	All Required		500.00
Structure Excavation	45 Cu. Yd.	20.00	900.00
Furnish HP 10 x 42 Steel Piling	290 Lin. Ft.	30.00	8,700.00
Drive Steel Piles	10 Each	200.00	2,000.00
Splice Steel Piles	2 Each	100.00	200.00
Structural Concrete, Class 3300(16 Cu.Yd.)	All Required		4,000.00
4' x 85'/90' Prestressed Box Beams	7 Each	10,000.00	70,000.00
Reinforcement (2,600 lbs.)	All Required		1,300.00
Metal Rail with Tubing	163 Lin. Ft.	45.00	7,335.00
Guard Rail, Type 2A	50 Lin. Ft.	15.00	750.00
Guard Rail, Type 3	100 Lin. Ft.	30.00	3,000.00
Guard Rail Anchors, Type 1	4 Each	400.00	1,600.00
Rail End Pieces, Type C	4 Each	100.00	400.00
Loose Riprap, Class 700	565 Cu. Yd.	10.00	5,650.00
Filter Blanket	125 Cu. Yd.	10.00	1,250.00
	Total		$130,735.00

Anticipated Items

Seed and Mulch	All Required		$ 500.00
	Subtotal		$131,235.00
	Engineering		17,716.00
	Total		$148,951.00

Oregon State Highway Division
Salem, Oregon, April 21, 1980

Federal Aid Project
No. RS-B560(1)

SUMMARY OF FUNDS (88.15%)

DESCRIPTION	TOTAL COSTS	FEDERAL FUNDS	STATE FUNDS	COUNTY FUNDS
Preliminary Engineering	$13,600	$11,988	$ 984	$ 628
Structure	130,735	115,241	7,747	7,747
Total	$144,335	$127,229	$8,731	$8,375

Group 1 100%
Contract No. 9112
Prefix 525-1966
Prefix 525-1069

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO.	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	te Oregon County Morrow Project No. RS-8560(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., 0.1 mi. [illegible] of SCL of Ione

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	[illegible]-1[illegible]-7[illegible]	0.009
RIGHTS-OF-WAY		
CONSTRUCTION		

OTHER *(Specify)*

FUNDS Pro Rata [illegible]

ESTIMATED TOTAL COST OF PROJECT $ 13,000.00	FEDERAL FUNDS $ 11,[illegible].00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Asst. State Highway Engineer
(Title)

X
By For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

Oregon State Highway Division
Salem, Oregon May 1, 1979

Federal Aid Project
No. RS-B560(1)

Willow Creek Bridge Section
Co. Rd. in Morrow County

Project Agreement Estimate

Type Code PE Preliminary Engineering		
Preliminary Engineering	All Required	$13,000.00
	Total	$13,000.00

Length of Project. . . . . . 0.009 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Preliminary Engineering	$ 13,000.00	$11,450.00	$ 950.00	$ 600.00
Retain in PS&E Status Contract Work	$ 94,300.00	$83,000.00	$5,650.00	$5,650.00
Total	$107,300.00	$94,450.00	$6,600.00	$6,250.00

Group 1 - 100%
Prefix: 525-1966

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO.	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	State Oregon County Morrow Project No. RS-8560(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., Approx. 9 mi. S.W. of Ione

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	[illegible]-12-79	0.00[illegible]
RIGHTS-OF-WAY		
CONSTRUCTION		

OTHER *(Specify)*

FUNDS Pro Rata [illegible]

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 13,000.00	$ 11,[illegible]

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Asst. State Highway Engineer
(Title)

By For: F. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator MAY [illegible]

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

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3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

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5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Con. File

Oregon State Highway Division
Salem, Oregon April 30, 1979

Federal Aid Project
No. RS-B560(2)

Eight Mile Creek Bridge Section
Co. Rd. in Morrow County

Project Agreement Estimate

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$13,000.00
	Total	$13,000.00

Length of Project. . . . . . . 0.008 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Preliminary Engineering	$13,000.00	$11,450.00	$ 950.00	$ 600.00
Retain in PS&E Status				
Contract Work	$86,600.00	$76,200.00	$5,200.00	$5,200.00
Total	$99,600.00	$87,650.00	$6,150.00	$5,800.00

Group 1 - 100%
Prefix: 525-1967

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Willow Cr. (Ione) Br.

WEEK ENDING: 8/23/80

SECTION PREFIX: 525-1069

HIGHWAY: FASB-560 Ione/GooseberryRd

COUNTY: Morrow

NAME OF JOB: Willow Cr. (Ione) Bridge

KIND OF WORK: Structure

CONTRACTOR: Douglas S. Coats Const.

CONTRACT NUMBER: 9112

FEDERAL AID PROJECT NUMBER: RS B-560(1)

DATE OF CONTRACT: March 31, 1980

DATE WORK STARTED: May 05, 1980

ESTIMATED COMPLETION DATE: August 02, 1980

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION: 0

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS 90

CALENDAR DAYS USED 90

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED 100%

PROJECT AUTHORIZATION: $ 148,951.73

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%

EXCLUSIVE OF ENGINEERING: $ 137,140.58

ENGINEERING AUTHORIZATION $ 11,811.15

this week 0

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 137,140.58

ENGINEERING COST TO DATE $ 9,588.76

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100%

ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN 02 %

PERCENT OF AUTHORIZATION 81 %

DATE PROJECT WAS COMPLETED: August 02, 1980

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				RECEIVED Richards
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Dave Carter, Area FHWA Engr and H.N. VanCleave, OSHD Res. Engr. made Final Inspection on this project on Tues. Aug 19, 1980.

Semi-Final submitted on August 22, 1980.

This will be the last weekly report.

SIGNED ____________ LOCATION Pendleton
H.N. VanCleave Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP*F216

8-[illegible]-80

JUDGE McELLIGOTT
MORROW CO. 676-9233

RE: FINAL ACCOUNTING ON
EIGHTMILE CR. AND
WILLOW CR. BRS -- FAS-C

WILLOW CR. BR -- RSB560(1)
$7,900 ADV. DEP.
10,700 LETTER OF CREDIT
CONTRACT COMP. 8-2-80
FINAL INSP. 8-27-80 BUD VAN CLEAVE

EIGHTMILE CR. BR. -- RS B560(2)
4,300 ADV. DEP.
4,800 LETTER OF CREDIT
CONTRACT COMP 7-24-80
FINAL INSP. 8-9-80 BUD VAN CLEAVE

9112

2.

CON 5

DATE: May 20, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey
Ass't. State Hwy. Engr.

SUBJECT: Notification Contract Work Started
Federal-aid Project Number
RS-B560(1)

Contract 9112, Work Started May 12, 1980 - different

Project Willow Creek Bridge

Highway FAS B560 (Ione/Gooseberry Rd.)

County Morrow

RDC:mk

cc: R. D. Church

9112

1

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION Willow Creek Bridge (Ione)		WEEK ENDING 5/17/80
		SECTION PREFIX 525-1069-900
	HIGHWAY Ione/Gooseberry Rd FAS B-560	COUNTY Morrow
NAME OF JOB Willow Creek Bridge	KIND OF WORK Structure	
CONTRACTOR Douglas S. Coats Const. Co.	CONTRACT NUMBER 9112	FEDERAL AID PROJECT NUMBER RS B-560(1)
DATE OF CONTRACT March 31, 1980	DATE WORK STARTED May 5, 1980	ESTIMATED COMPLETION DATE August 2, 1980
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 2 SUPERVISION: 1	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 90	WORK DAYS USED CALENDAR DAYS USED 13
PROJECT AUTHORIZATION: $ 148,951.73	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 14%
EXCLUSIVE OF ENGINEERING: $ 137,140.58	ENGINEERING AUTHORIZATION $ 11,811.15	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 04%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 137,140.58	this week 295.75 ENGINEERING COST TO DATE $ 1,033.75	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 02%
ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %	PERCENT OF AUTHORIZATION 09 %	DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 11		1		
MONDAY 12	Scttrd clds, brzy	1		
TUESDAY 13	Fair, calm	1		
WEDNESDAY 14	Overcast, windy	1		
THURSDAY 15	Ovrcst, wndy, rain	1		
FRIDAY 16	Fair, brzy	1		
SATURDAY 17		1		

RECEIVED
CONSTRUCTION
Richards
Berg
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 11	No activity by contractor today
MONDAY 12	Contractor moving equipment onto jobsite
TUESDAY 13	Contractor moving equipment onto jobsite and preparing to move existing structure to use as part of detour
WEDNESDAY 14	Contractor moved existing structure and began preparations for driving of piles
THURSDAY 15	Contractor moved existing structure onto detour
FRIDAY 16	Contractor removing old structure walls & footings and beginning excavation
SATURDAY 17	No activity by contractor today

REMARKS

Anticipated activity next week:

General excavation, placing riprap, and driving piling.

SIGNED ________ LOCATION Pendleton

H.N. VanCleave Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 28, 1980

In Reply Refer to File No CON 4

Morrow County Court
Courthouse
Heppner, Oregon 97836

Attn: Honorable Donald L. McElligott
County Judge

Gentlemen:

On March 27, 1980 a satisfactory bid was received from Douglas S. Coats. P.O. Box 311, Bend, Oregon 97701 for the Willow Creek (Ione) Bridge Section, FAS B560. The advance deposit based on the anticipated construction cost of their bid is as follows:

Bid Items	$130,735.00
Seeding and Mulching	$ 500.00
4 1/2% Contingencies	5,905.58
9% Engineering	11,811.15
EST. CONSTRUCTION COST	$148,951.73
Est. P.E. Cost	11,000.00
EST. COST OF PROJECT	$159,951.73

County's Advance Deposit 6% of $159,951.73 = $7,874.10.
Then by rounding the County's Advance Deposit will be $7,900.00.

By deducting this amount from the County's letter of credit ($10,700.00) and by your verbal authorization we have awarded the contract for this project.

Would you please make the authorization official by returning a signed copy of this letter.

Very truly yours,

for D. E. Swan
Operation Programming Engineer

HR:pf

Morrow County accepts the Coats bid on the Willow Creek Bridge

Donald L. McElligott
County Judge

c.c. Jan Peterson
Roger Lang

Form 734-3122

March 28, 1980

CON 4

Morrow County Court
Courthouse
Heppner, Oregon 97836

Attn: Honorable Donald L. McElligott
County Judge

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Bid Items	$130,735.00
Seeding and Mulching	$ 500.00
4 1/2% Contingencies	5,905.58
[illegible]% Engineering	11,811.15
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Would you please make the authorization official by returning a signed copy of this letter.

Very truly yours,

For D. E. Swan
Operation Programming Engineer

WR:pf

bcc W/AD # 751: Region 5 Federal Aid Engineer, Roger Lang
Vern Skoog - Please return completed AD #751
when check is received.

7112

Memo to Files

5-28-80

Willow Crk (Ione) Bridge
FAS-356
Morrow County

Call Ethyl Kuban, 1st Nat'l Bk in Portland, and informed [illegible] of our [illegible] [illegible] Letter of Credit ($10,400) [illegible] [illegible] [illegible] requested that we put it up [illegible] of [illegible] [illegible] it [illegible]. She said fine with [illegible]

[illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] letter of [illegible] [illegible] [illegible] [illegible]

[illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible]

1112

Section Willow Cr. Bridge Programming Estimate $ 113 000

Highway FAS B560 ([illegible]ne/Gooseberry Rd.) Project Length —

County Morrow Completion Time 90 cal. days

Kind of Work Structure Est. Comp. Date July 26, '80

Prefix 525-1966 Letting Date March 27, '80 Project No. RS - B560(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ ~~142,420 00~~ 143,170 00

Anticipated Additional Items:

Royalty Payment. . . . . ______

Permit Fees . . . . ______

Slide Correction . . . . ______

Railroad Protective Costs . . . . ______

Other Railroad Costs . . . . ______

Permanent Signing . . . . ______

Permanent Pavement Striping. . . . . ______

Temporary Pavement Striping. . . . . ______

Remove Pavement Striping (Exist. & Temp.) . . . ______

Temporary Erosion Control . . . . ______

State Furnished ______ . . . . . . ______

Roadside Seeding & Mulching . . . . ______ $ 500 00

Asphalt Cement Adjustment. . . . . ______

On the Job Trainees . . . . ______

State Responsibility for Damages . . . . ______

Signal Controller Testing (Engineering) . . . . . . ______

Bikeway Signs . . . . ______

Furnish Mailbox Posts . . . . ______

Adjust Utilities:

______ . . . . ______

Seed + mulch State Lands permit area. 500

______ . . . . ______

______ . . . . ______

______ . . . . ______

Subtotal $ ~~142,920 00~~ 143,670 00

Contingencies (4-1/2%) . . . . ~~6,431 40~~ 6,465 15

Engineering (8, [✓ 9,] 10%) . . . . ~~12,862 80~~ 12,930 30

—Subtotal— $

Credit for ______ . . . .

Estimated Net Authorization, Construction . . . . $ ~~162,214 20~~ 163,065 45

APPROVED

Est. P.E. Costs 11,000 00

Est. Cost of Project 174 065 45

______
Road Design Engineer

County share of Project Costs, 6% of $174,065 40 = $10,443 90

Rounding $10,400

EGON STATE HIGHWAY DIVISION
~~SUMMARY--BID SCHEDULE~~--COST ESTIMATE

Sheet 1 of 1
Date Feb. 15, '80

ction Willow Cr. Bridge (Ione/Gooseberry Rd.) County Morrow
ind Of Work Structure Length - Name Bricher

Item	Code	Unit	Quant.	Unit Cost	Total
Mobilization		All	All	9%	12,000-
STRUCTURE					
General Excavation		Cu. Yd.	400	10^{50}	4,200-
Toe Trench Excavation		Cu. Yd.	135	15-	2,025-
Bridge Removal Work		All	All	-	3,000-
Shoring, Cribbing, Etc.		All	All	-	2,000-
Structure Excavation		Cu. Yd.	45	15-	675-
Furnish HP 10x42 Steel Piling		Lin. Ft.	290 ~~240~~	15-	4,350- ~~3,600-~~
Drive Steel Piles		Each	10	600-	6,000-
Splice Steel Piles		Each	2	75-	150-
Structural Concrete, Class 3300 (16 C.Y. @ 400)		All	All	-	6,400-
4'x 85'/90' Prestressed Box Beams		Each	7	10,000-	70,000-
Reinforcement (2,600 lbs @ 0^{55})		All	All	-	1,430-
Metal Rail with Tubing		Lin. Ft.	163	50-	8,150-
Guard Rail, Type 2A		Lin. Ft.	50	25-	1,250-
Guard Rail, Type 3		Lin. Ft.	100	35-	3,500-
Guard Rail Anchors, Type 1		Each	4	350-	1,400-
Rail End Pieces, Type C		Each	4	160-	640-
Loose Riprap, Class 700		Cu. Yd.	565	25-	14,125-
Filter Blanket		Cu. Yd.	125	15-	1,875-

STATE OF OREGON
HIGHWAY DIVISION

INTERC .CE MEMO

TO: FILE

DATE: March 20, 1980

H S Coulter

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
March 27, 1980 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened March 27, 1980 on the following projects:

1. Willamette River (Harrisburg) Bridge
   Albany-Junction City Highway
   Lane and Linn Counties
   Painting Steel Bridges

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. CBD Signal System Expansion in Portland
   CBD Portland
   Multnomah County
   Traffic Signals

   Same as No. 1.

3. S.W. Macadam Avenue at S.W. Hamilton Court
   City Streets, Portland
   Multnomah County
   Traffic Signals

   Same as No. 1.

4. Multnomah County Operations and Maintenance Facility
   Phase 2
   Multnomah County
   Building Construction

   Same as No. 1.

5. SPRR X'ing at S.E. Lawnfield Road
   S.E. Lawnfield Road
   Multnomah County
   Grading and Paving

   Upgrading of railroad crossing. Maximum roadway with at tracks 30 feet, tapering to 24 feet at ends of project.

5. (continued)

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states, "footpaths and trails are not required to be established ... if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

6. Fremont Junction-Hackett Drive
The Dalles-California Highway
Deschutes and Klamath Counties
Paving

Shoulder/bicycle lanes will be striped and signed on this project.

7. Grayback Creek
Oregon Caves Highway
Josephine County
Grading, Slide Correction

Same as No. 1.

8. Fuego Road-Forge Road
The Dalles-California Highway
Klamath County
Paving

Overlay of existing surface. Four-foot shoulders available for bicycle and pedestrian use.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established ... where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

9. Jackson Creek Road-Hot Springs Road
I.O.N. Highway
Malheur County
Paving

Four-foot shoulders available for bicycle and pedestrian use.

Same as No. 8.

10. Willow Creek Bridge
Ione-Gooseberry Road
Morrow County
Structure

Ten-foot travel lanes with four-foot shoulders available for bicycle and pedestrian use.

Same as No. 8.

11. Court Way W.-Jackson St. W. (Monmouth)
Monmouth Avenue, North
Polk County

Six-foot shoulder bikeways provided for bicycle use and sidewalk with curb ramps provided for pedestrians.

12. Wenaha River (Troy) Bridge
FAS Route B630
Wallowa County
Structure

Twenty-eight-foot roadway on structure and approaches. Aggregate surfacing on approaches.

Same as No. 8.

13. Rock Creek Bridges
Keasey Road
Columbia County
Structures

Twenty-seven-foot, six-inch roadway on structures. Twenty-four-foot roadway with three-foot aggregate shoulders on approaches.

Same as No. 8.

14. Bully Creek Road-Ritter Junction
Pendleton-John Day Highway
Grant County
Paving

Twenty-two-foot roadway with three-foot shoulders.

Same as No. 8.

15. Ritter Junction-Long Creek
Pendleton-John Day Highway
Grant County
Paving

Twenty-two-foot roadway with three-foot shoulders.

Same as No. 8.

16. Valley of The Rogue State Park
Jackson County
Sewer Construction

Same as No. 1.

17. West Interchange, Sellwood Bridge
Macadam Avenue, Portland
Multnomah County
Structures

Bridge ramp improvement. A pedestrian-bicycle ramp overcrossing, pedestrian stairway and curb ramps will be constructed on this project.

RPS:ja

cc F. B. Klaboe
E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
R[illegible]B560(1)

STATE PROJECT NO.
See below

COUNTY NAME
Morrow

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator

PROGRAM NO.

ITEM NO.
90164

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

3/14/80
Orig

RECEIVED
STATE HWY ENGR.
MAR 14 '80
REFER TO
Moehring
FOR
Info | [illegible] | R/O | [illegible] | Sign | Act | File

DATE PS&E APPROVED
4-12-79

DATE AUTHORIZATION EFFECTIVE
3-5-80

FEDERAL ROUTE NUMBER
Secondary B560

STATE ROUTE NUMBER
County Road

GENERAL LOCATION:
Willow Creek Bridge Section

GENERAL DESCRIPTION OF WORK:
One Structure

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I accept the certification of Mr. Rod Henry dated 2-27-80 that provisions of FHPM 7-5-1 have been complied with and you are now authorized to advertise for bids.

DATE
3-5-80

SIGNATURE OF APPROVING OFFICIAL
G. K. H[illegible]

TITLE
for Division Administrator

FORM PR-1240
(REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 19[illegible]—721-91[illegible]

2-18-80

Honorable Donald L. Mc Elligott
County Judge, Morrow County
Courthouse
Heppner, Oregon

Dear Judge Mc Elligott

Re Willow Cr. (Ione) Bridge Sec.
FAS B560, Ione-Gooseberry Rd.

I am pleased to advise you we are proceeding towards a Bid Letting date of March 27, 1980 for the Willow Creek Bridge in Ione, in accordance with your verbal request. Also, we are identifying in the Contract Special Provisions that the structure must be open for traffic on July 9 in time for the grain harvest.

Courthouse
Heppner, Oregon

Dear Judge McElligott

RE Willow Cr. (Ione) Bridge Sec.
FAS B560, Ione-Gooseberry Rd.

I am pleased to advise you we are proceeding towards a Bid Letting date of March 27, 1980 for the Willow Creek Bridge in Ione, in accordance with your verbal request. Also, we are identifying in the Contract Special Provisions that the structure must be open for traffic on July 9 in time for the grain harvest.

You have indicated the City of Ione is reluctant to go along with a detour utilizing pipes because of the danger of flash floods and possible damage to the town.

This is a very valid concern because of the past history in the Willow Creek drainage area. The available options are:

1- To utilize the existing structure in the detour alignment which will provide a larger waterway area,
2 - To close the route during construction.

If you opt to use the existing structure in the detour it is felt you could accept the responsibility for removing the structure or make arrangements with the contractor during the pre-construction conference for moving of the bridge.

If you opt to close the route during construction, it should be done as an action of the Court during a reguarly scheduled meeting. Also, road closed signs should be erected, suitable barracades erected at the construction site and advance notice of closure published in the newspaper.

I know you have discussed the detour situation with all affected property owners, the City of Ione and the School District and have found no objection to the route closure. The problem is that the Contractor may make a claim if a detour is shown on the plans and then not provide it. The contractors costs could concievably go up as he must drive piling on each end of the structure and pour concrete caps on the piling.

Please let me know soon as possible of your decision. If I am not here please leave the message and they will relay the information to the Design Section.

If you opt to close the route during construction, it should be done as an action of the Court during a reguarly scheduled meeting. Also, road closed signs should be erected, suitable barracodes erected at the construction site and advance notice of closure published in the newspaper.

I know you have discussed the detour situation with all affected property owners, the City of Ione and the School District and have found no objection to the route closure. The problem is that the Contractor may make a claim if a detour is shown on the plans and then not provide it. The contractors costs could concievably go up as he must drive piling on each end of the structure and pour concrete caps on the piling.

Please let me know soon as possible of your decision. If I am not here please leave the message and they will relay the information to the Design Section.

Sincerly
Roger C Lang

cc D.E. Swan
D.O. Christensen
H.N. Van Cleave

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

Highway# 525

Prefix 525-1966

2-15-80

Attention: Right-of-Way Section

Subject: Federal Aid Project No. RS-B560(1)
Project Name Willow Creek Bridge
Ione/Gooseberry Road

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Heppner, Oregon, this 13 day of Feb, 1980

County of Morrow

County Judge/Chairman

Commissioner

Commissioner

Certified by:

Regional Right-of-Way Supervisor
Date Feb 19, 1980

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/76

9112

STATE OF OREGON

INTEROFFICE MEMO

DES 23
10904A

TO: Mr. W. E. Schwartz
Region 5 Engineer

FROM: TG Thompson
T. G. Thompson
Supervising Structural
Design Engineer

DATE: February 13, 1980

SUBJECT:
Willow Creek Bridge
Willow Creek-Ione Bridge Section
FAS B560
Morrow County
Bridge 10904A

Enclosed are two reduced prints of Drawings 35066 through 35069 which are the advance detail drawings.

Our present estimate of costs for the proposed contract is:

Grading	$ 27,300
Structure	102,700
Engineering and Contingencies	26,000
TOTAL	$156,000

It is planned to call for bids on this section on March 27, 1980.

Please make a field review and phone in your comments at the earliest time possible to allow bidding this project as currently scheduled.

SKS:smd

Encl.

cc Judge McElligott (Morrow Co.) /w/ 2 sets encls.
H. A. Schell /w/ 2 sets encls.
Specs. Unit /w/ 1 set encls.,designers notes and estimate
Construction /w/ 1 set encls.
Utility Unit /w/ 1 set encls.
County-City Unit
Engineering /w/ 1 set encls.
H. N. VanCleave /w/ 1 set encls.

[illegible] MANAGEMENT BRANCH
FILE: [illegible] FA LG.

```
     525    1958         923       00 P 1                                                     71.97
                         TOT          P1                                                  25,627.73
                         TOT          N1                                                     132.75
                      ** JOB TOTALS **                 **                     **          25,760.48  **

WILLOW CR BR B 560    CONT NO        FA PROJ NOS RS   560001 100                                         STATE
     525    1966         296       00 N 9      1,324.15CR            6,604.70CR            8,535.52CR
     525    1966         298       00 N 9      1,324.15              6,604.70              8,535.52
     525    1966         901       00 P 1                            3,6[illegible].97     3,722.72
     525    1966         901       00 N 1                               16.50                 16.50
     525    1966         905       00 P 1        452.94              1,363.89              1,363.89
     525    1966         906       00 P 1                                4.56                  4.56
     525    1966         907       00 P 1                               42.48                 42.48
     525    1966         910       00 P 1         72.64                103.96                103.96
     525    1966         911       00 P 1                               82.12                 82.12
     525    1966         913       00 P 1                              107.83                107.88
     525    1966         918       00 P 1        107.88              1,249.09              2,175.22
     525    1966         920       00 P 1                                                     13.40
     525    1966         922       00 P 1         34.46                 34.46                 34.46
     525    1966         923       00 P 1         25.54                 76.62                 76.62
     525    1966         926       00 P 1                              334.86              2,150.94
     525    1966         927       00 P 1        267.73                766.39                766.39
                         TOT          P1         961.19              7,808.28             10,649.64
                         TOT          N1                                16.50                 16.50
                      ** JOB TOTALS **           961.19  **          7,824.78  **         10,666.14  **

EIGHTMILE CR BR B 560 CONT NO        FA PROJ NOS RS   560002 100                                         STATE
     525    1967         296       00 N 9      1,590.26CR            5,747.62CR            6,705.04CR
     525    1967         298       00 N 9      1,590.26              5,747.62              6,705.04
     525    1967         901       00 P 1        148.32              2,270.03              2,437.47
     525    1967         901       00 N 1                              241.74                241.74
     525    1967         905       00 P 1        644.78              1,364.45              1,364.45
     525    1967         906       00 P 1         72.64                 89.04                 89.04
```

```
TOTAL TO DATE JOB COST SUMMARY                                          JANUARY 1980          PAGE  613
                                                                            FISCAL            GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT    PREFIX      FUNCTION   GR   CURRENT MONTH   YEAR TO DATE          TO DATE
                                   525    1967    910     00 P 1       36.32          72.64              72.64
                                   525    1967    911     00 P 1                      82.12              82.12
                                   525    1967    913     00 P 1                      25.03              25.03
                                   525    1967    918     00 P 1      116.46       1,604.30           1,604.30
                                   525    1967    920     00 P 1                                         13.40
                                   525    1967    921     00 P 1      143.84         143.84             143.84
                                   525    1967    922     00 P 1       34.46          34.46              34.46
                                   525    1967    923     00 P 1                      25.54              25.54
                                   525    1967    926     00 P 1                     724.67           2,044.81
                                   525    1967    926     00 N 1                                         10.00
```

PERMIT OF ENTRY & DONATION

Name:
Section: WILLOW CR. (Ione) BRIDGE
Highway: FAS-B560
County: Morrow

1-21-80

Morrow County Court
Morrow County Court House
Heppner, Oregon 97836

Gentlemen:

We, the undersigned, hereby agree to donate to Morrow County for the purpose of reconstructing the above section, a construction easement over the property shaded in red on the attached Exhibit "A".

We hereby acknowledge that we have been informed of our right to receive just compensation for the said construction easement but still prefer to make a donation of said easement. We knowingly and willingly waive our right to receive ninety (90) days written notice before being required to give possession to the County and hereby grant to the County, its employees, agents or contractors, the immediate right to enter upon the real property as shown on Exhibit "A". There is also waivered any necessity and right for a Public Hearing on the proposed project. These rights are knowingly and willingly waivered for the good of the people and mutual benefit derived.

It is understood that the County will be responsible for the preparation of any necessary legal instruments and any fees and costs in connection therewith. The County shall also be responsible for obtaining and paying for any necessary title insurance. The undersigned agrees to properly execute any necessary legal instruments when same are prepared and presented.

We certify that we are the fee simple owners of the aforesaid property.

Kenneth Broadbent. Chairman
[illegible] Court member
Pauline Winter

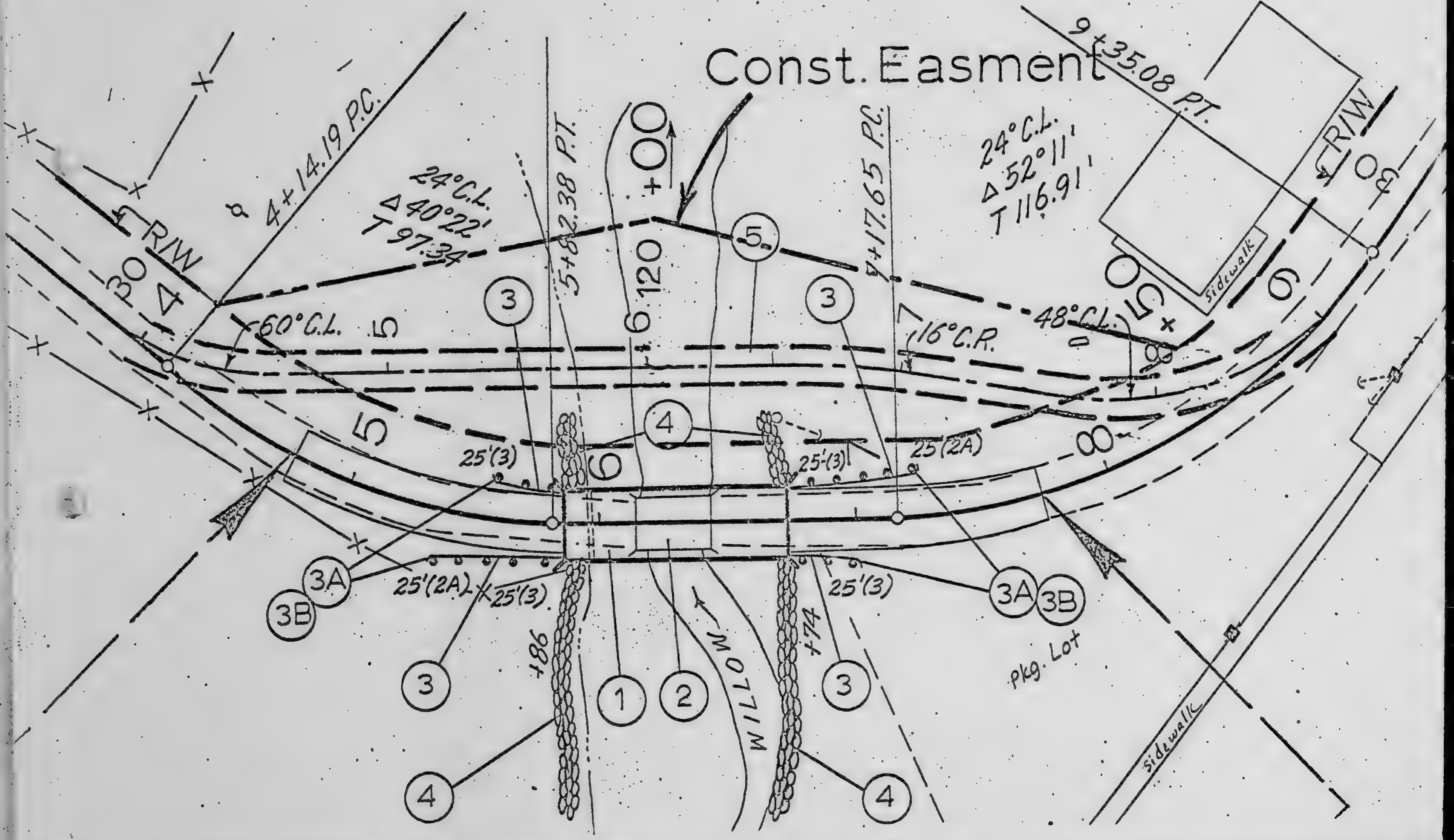
Dated this 29 day of January, 1980

cc Harold Brainard
H.J. Reynoldson
H.W. Van Cleave
Region 5 2/80

Copy to Fran & Louie 2/14/80
DH

Sec. 9, T. 1 S., R. 24 E., W.M.

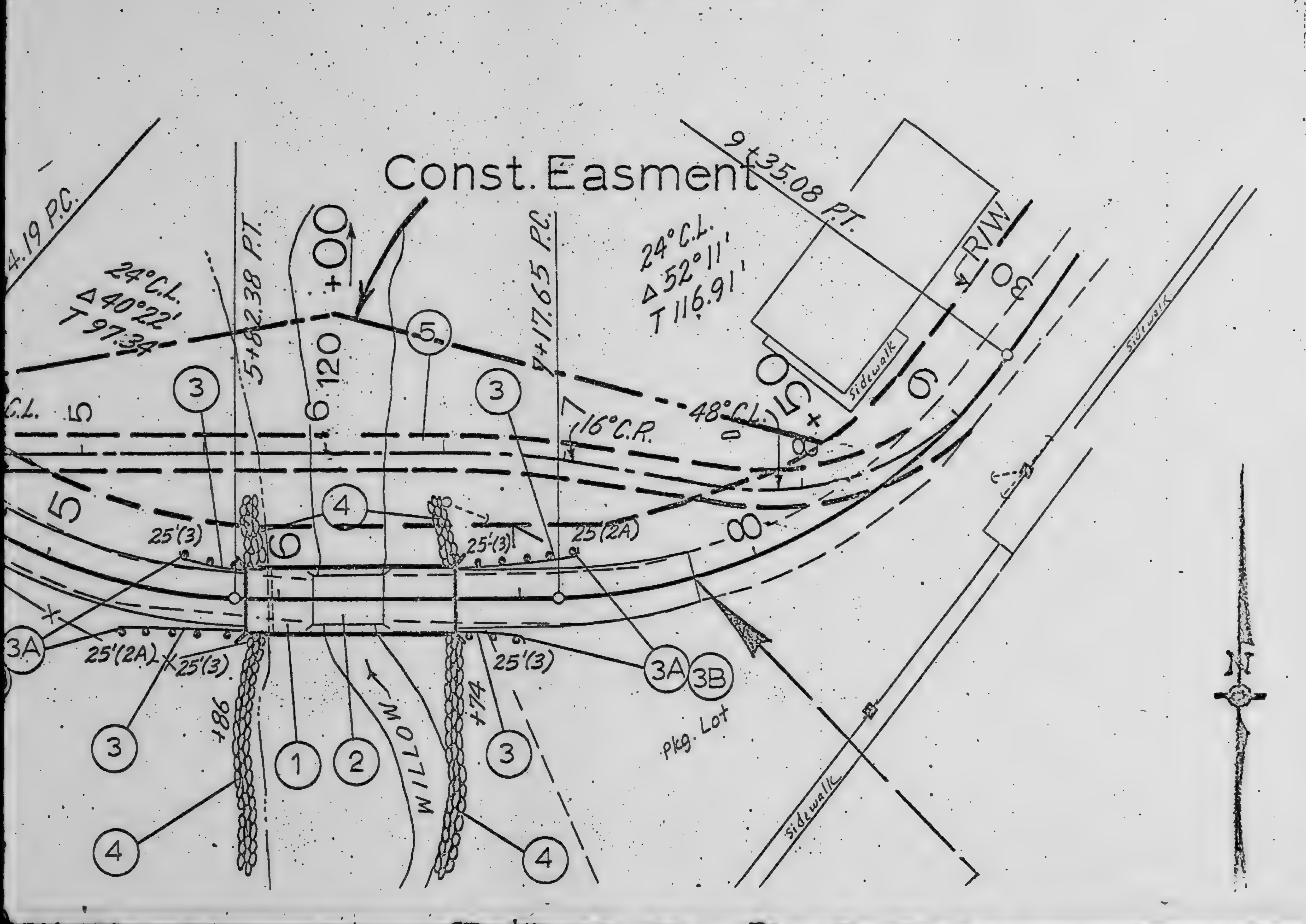
EXHIBIT "A"



Const. Easment
4+14.19 P.C.
5+82.38 P.T.
7+17.65 P.C.
9+35.08 P.T.
24°C.L.
Δ 40°22'
T 97.34
24°C.L.
Δ 52°11'
T 116.91'
60°C.L.
16°C.R.
48°C.L.
R/W
R/W
30
30
4
5
5
6
6
120
+00
7
8
9
+50
Sidewalk
Sidewalk
Pkg. Lot
WILLOW
+86
+74
25'(3)
25'(2A)
25'(3)
25'(3)
25'(3)
25(2A)
1
2
3
3
3
3
3A
3B
3A
3B
4
4
4
4
5

, T. 5 S., R. 24 E., W.M.

EXHIBIT "A"


4.19 P.C.
24°C.L.
Δ 40°22'
T 97.34
C.L.
5
5+82.38 P.T.
+00
120
6
Const. Easment
5
7+17.65 P.C.
16°C.R.
7
24°C.L.
Δ 52°11'
T 116.91'
9+35.08 P.T.
R/W
30
9
+50
8
48°C.L.
Sidewalk
3
3
4
6
8
25'(3)
25'(3)
25'(2A)
25'(2A)
25'(3)
25'(3)
3A
3A
3B
3
1
2
WILLOW
3
4
4
+86
+74
Pkg. Lot
Sidewalk
Sidewalk
N

Morrow County Court

Morrow County Courthouse
Heppner, Oregon 97836
(503) 676-9233

DONALD C. McELLIGOTT, County Judge
Ione, Oregon
WARREN H. McCOY, Commissioner
Irrigon, Oregon
DOROTHY KREBS, Commissioner
Ione, Oregon

January 3, 1980

☐ RE ☐ RCE ☐ RME ☐ ROE
☒ RFA JAN 07 1980 ☐
RECEIVED
REGION 5 OFFICE

Mr. Roger Lang
Regional Federal Aid Engineer
Highway Division
P. O. Box 850
La Grande, OR 97850

Dear Sir:

We concur in the original plan for an 88 foot structure for the Willow Creek Bridge #10904-A as per drawing #34901.

MORROW COUNTY COURT

Donald C McElligott
Judge

____
Commissioner

Dorothy Krebs
Commissioner

Warren McCoy gave his approval by telephone 4:45 P.M. Jan 3, 1980. If signed statement is necessary call him at home as soon as possible Irrigon 922-3622

cc Ted Thompson
R.E. Swan ✓
D.O. Christensen
Dick Lenz
HD Van Cleave

For your information & records
Roger

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
La Grande, Oregon
December 20, 1979

Roger C Lang

FROM: Roger C. Lang
Region Federal Aid Engineer

SUBJECT: Preliminary Plans
Willow Creek (Ione) Bridge Section
FAS B560

TO: Ted Thompson
Supervising Structural Design
Engineer

SALEM

Enclosed is one set of Preliminary Plans dated 10/29/79 and Exhibit A showing detour and roadwork to be performed by the County which have been approved as noted in red by the Court.

You will note the bridge length has been shortened to 69 feet which corresponds to the length (within one foot) approved in June by Judge Nelson and Mayor LaRue. This length was selected so that prestressed slabs may be used rather than prestressed box beams.

During discussions with Corps of Engineer Field Personnel in April of 1979, it became very apparent that lengthening of the bridge and increasing the opening was not going to solve any flooding problems. Much channel work would have to be performed both upstream and downstream in order to clear up the mess.

It is my understanding some work will be accomplished to improve the stream flow. One major item to be eliminated will be an irrigation dam located about 250 feet upstream from the existing bridge.

The Court requests design of the structure proceed as rapidly as possible and advertised for bid at the earliest possible date.

RCL/vt
Enc.
cc: ✓D. E. Swan
D. O. Christensen
Dick Lenz
H. N. Van Cleave

711

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project RSB 560(1) & (2)
Eightmile Creek and Willow Creek Bridge
Ione-Gooseberry County Rd.
Morrow County

Date: December 19, 1979

From: G. L. Green, Division Administrator

Reply to Attn. of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer

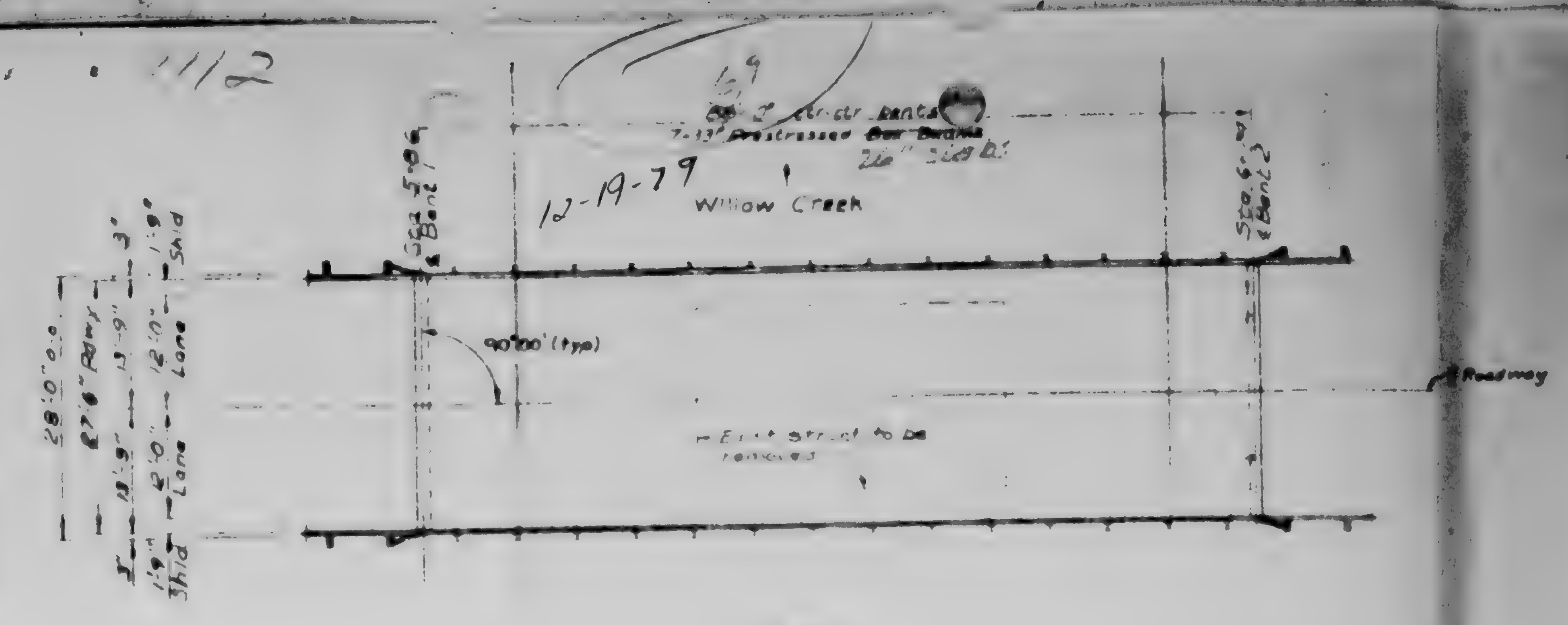
We have received Mr. Thompson's interoffice submittal dated October 29 on Eightmile Creek indicating a structure with a span length of 26' resting on closed abutments. We understand there is some controversy with the County on the length of span. Since this is a secondary job and a minor road, we ordinarily would not get involved in the review. However, please note, in Federal Highway Program Manual 6-7-3-2 recently issued, some changes have occurred. Under paragraph 10 details of the study should be commensurate with the risk associated with the encroachment and with other economic engineering social or environmental concerns. Your decision in accordance with these requirements is sufficient for acceptance of the design.

For Hatchell
G. L. Green

cc:
OSHD (W J Hart)
(R L Lenz)

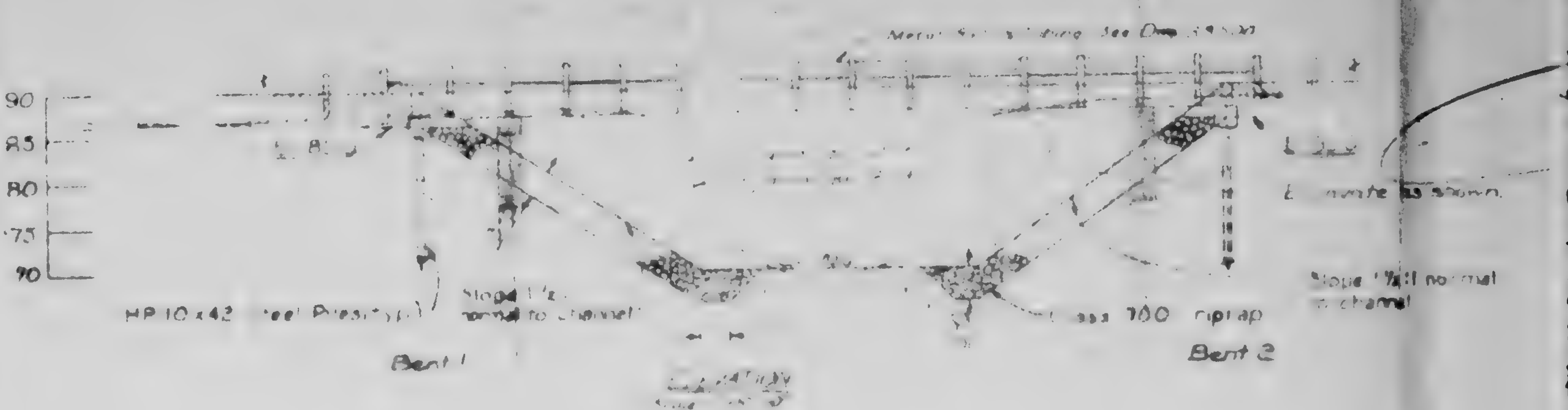
RECEIVED
STATE HWY ENGR
DEC 21 '79
REFER TO
FOR
Info | Inves | [illegible] | [illegible] | [illegible] | [illegible] | File

1112



ctr. ctr. Bents
7-13' Prestressed Box Beams
Willow Creek
Sta. 5+86 ℄ Bent 1
℄ Bent 2
90°00' (typ)
Roadway
℄ Exist. struct. to be removed
28'-0" o.o.
27'-6" Rdwy
13'-9"
13'-9"
3'
1'-9" Shld
12'-0" Lane
12'-0" Lane
1'-9" Shld

12-19-79



90
85
80
75
70
Metal Rail See Dwg.
HP 10 x 42 Steel Piles (typ)
Slope 1½:1 normal to channel
Class 700 riprap
Bent 1
Bent 2
Excavate as shown.
Slope 1½:1 normal to channel

NOTE: Elevations shown
on an assumed d

HYDRAULIC DATA	Design Flood	Intermediate Regional Flood
Discharge - c.f.s.	13,600	27,500
Frequency - yrs.	25	100±
H.W. Elevation Natural Chan.	88.5	89.7

Morgan
ONE
Proposed
T S R 24E
Section 3
W.M.
Creek
Lexington

℄ Roadway
avate as shown
Slope 1½:1 normal
channel

E: Elevations shown are based on an assumed datum.

OREGON DEPARTMENT OF TRANSPORTATION

Willow Creek – Ione Bridge

PRELIMINARY PLAN & ELEVATION

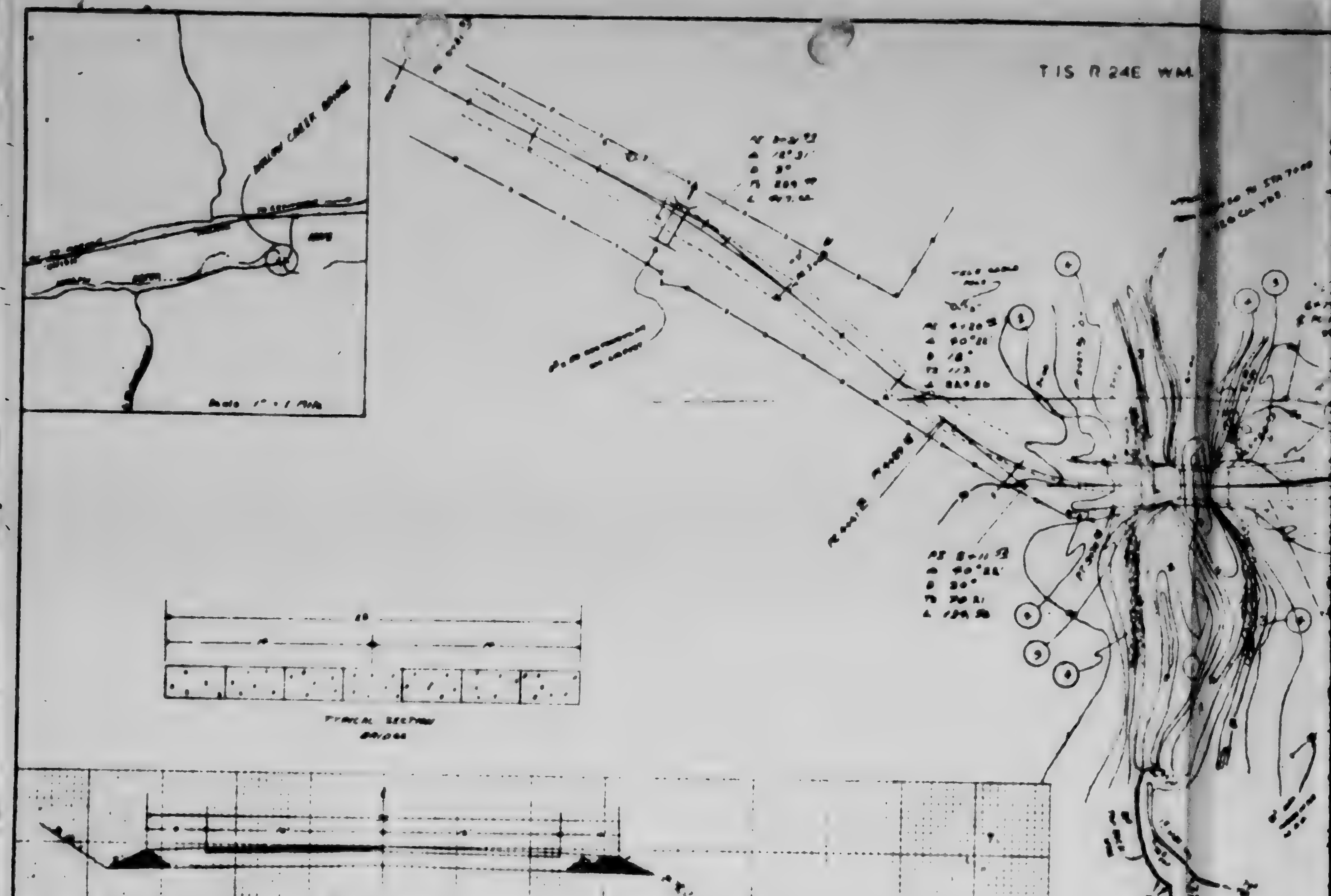
ACCOMPANIED BY

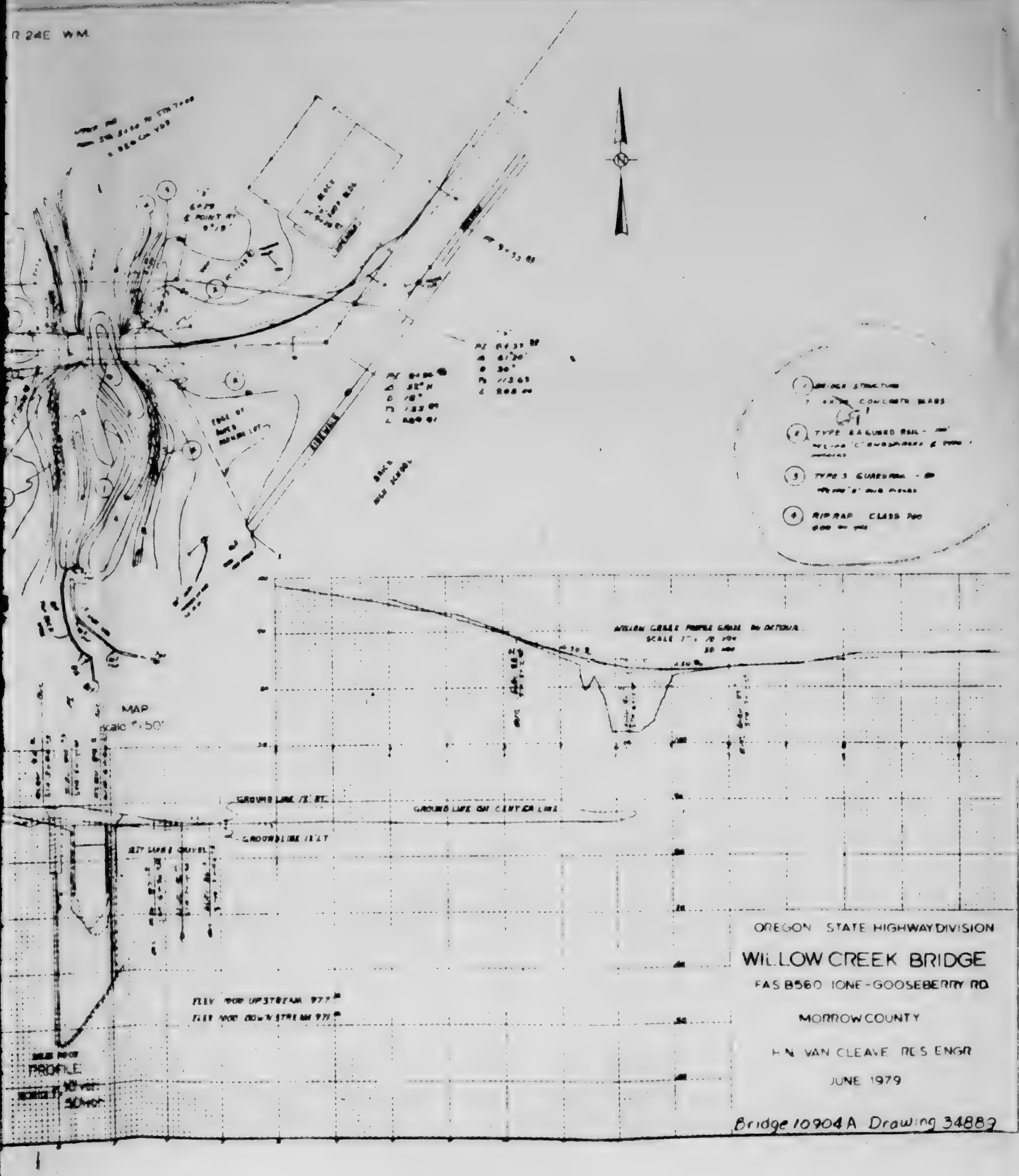
DATE Sept 1979

BRIDGE NO 10904 A

SHEET 1 OF

DRAWING NO 3490.


T 1 S R 24 E W.M.
TYPICAL SECTION
BRIDGE
TYPICAL SECTION
MAP
SCALE 1" = 50'
SILTY SAND & GRAVEL
SILTY SAND & GRAVEL
PROFILE
APPROVED MORROW COUNTY
APPROVED CITY OF IONE


R 24E W.M.
N
MAP
Scale 1"=50'
BRIDGE STRUCTURE
CONCRETE SLABS
TYPE 3 GUARDRAIL
RIP RAP CLASS 700
WILLOW CREEK PROFILE GRADE ON DETOUR
GROUND LINE 15' RT.
GROUND LINE ON CENTER LINE
GROUNDLINE 15' LT
ELEV UPSTREAM 977
ELEV DOWNSTREAM 971
PROFILE
10' ver.
50' hor.

OREGON STATE HIGHWAY DIVISION

WILLOW CREEK BRIDGE

FAS B560 IONE-GOOSEBERRY RD.

MORROW COUNTY

H.N. VAN CLEAVE RES. ENGR.

JUNE 1979

Bridge 10904 A Drawing 34889

Sec. 9, T.1 S., R. 24 E., [illegible].M.

EXHI

Delain

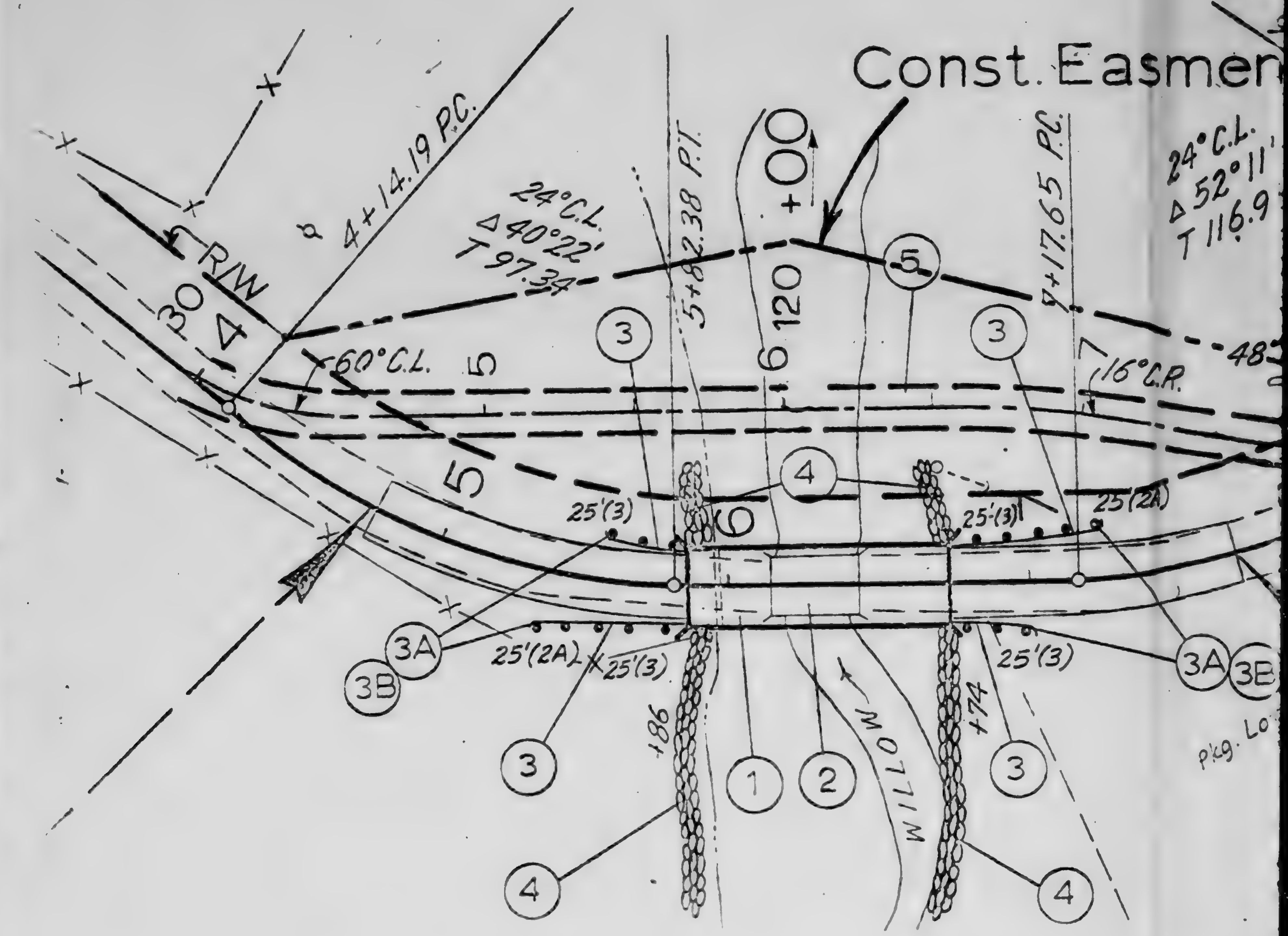
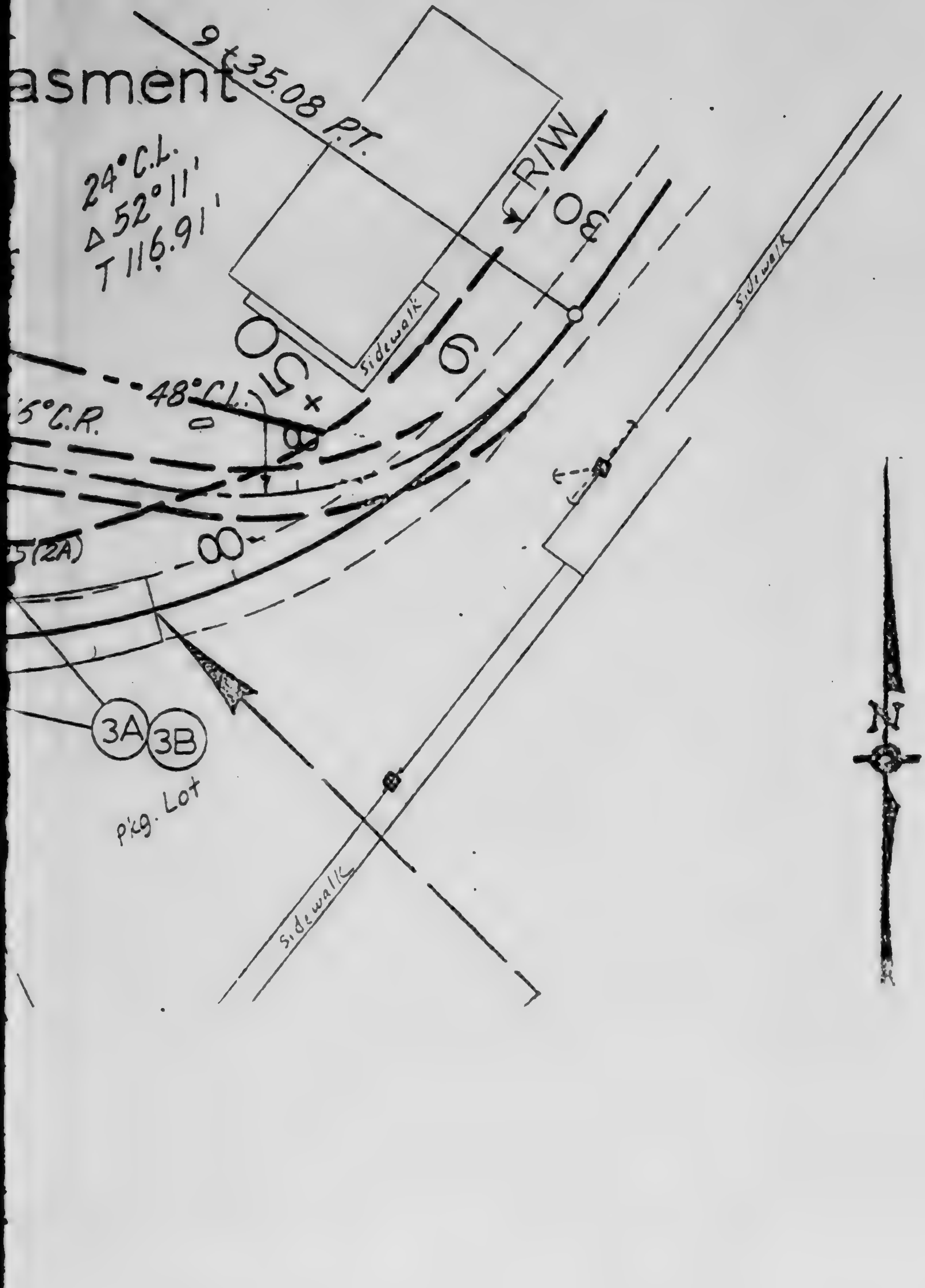

Const. Easmen
R/W
30
4
4+14.19 P.C.
24°C.L.
Δ40°22'
T 97.34
60°C.L.
5
5
5+82.38 P.T.
6
6
+00
120
5
7+17.65 P.C.
7
16°C.R.
24°C.L.
Δ52°11'
T 116.9
48
3
3
4
25'(3)
25'(3)
25'(2A)
3A
3B
25'(2A)
25'(3)
25'(3)
3A
3B
3
+86
1
2
WILLOW
+74
3
4
4
Pkg. Lo

EXHIBIT "A"

Detour


asment
9+35.08 PT.
R/W
30'
24° C.L.
Δ 52°11'
T 116.91'
Sidewalk
50
9
+50
48° C.L.
5° C.R.
8
5(2A)
8
Sidewalk
3A
3B
Pkg. Lot
Sidewalk
N

7112

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO

FILE: DES 16-1

TO: Gary Zehner
Project Management

DATE: November 27, 1979

FROM: Duane O. Christensen
Duane O. Christensen
Final Design Engineer

Subject: ~~Willow Creek~~ Bridge
Eightmile Creek Bridge
FAS B560
Ione/Gooseberry Road
Morrow County

The estimate for the subject project is $329,000, which includes 20 percent for engineering and contingencies. Estimate breakdowns are attached.

Please review these estimates and advise us of the County's capability to fund this project. We understand the County is to do the grading (not included in this estimate). They may also desire to do the guardrail work and the riprap and the excavation associated with it. If so, please advise.

DOC:ja

Attachments

cc/enc. L. K. Watson
Roger Lang

[illegible]

H

81-125-1387

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

11-27

Sheet 1 of ____ Sheets

Section Willow Cr. And Eightmile Cr. Bridges Sec
Highway FAS B 560 (Ione/Gooseberry Rd.) County Morrow Prefix ____
Length ____ Miles ____ Designer Keller Date 11-7-79
Signed ____ Title ____

Grading & Drainage		\$
Surfacing		\$ 63955^{00}
Extra Work		
	\$	
	\$	
	\$	
	\$	
	\$	
	\$	
	\$	
	\$	
	\$	
	\$	
TOTAL EXTRA WORK		\$
TOTAL		\$ 63955^{00}
+20% Engineering and Contingencies		\$ 12790^{00}
Structures		
Willow Cr. Bridge	\$ 140 580^{00}	
Eight Mile Cr. Bridge	\$ 111 670^{00}	
	\$	
	\$	
TOTAL STRUCTURES		\$ 252,250^{00}
Right of Way		\$
TOTAL ESTIMATED COST		\$ 328995^{00}

OREGON STATE HIGHWAY DIVISION
SUM Y--BID SCHEDULE--COST ESTIMATE

Sheet ____ of ____
Date ____

Section WILLOW CR. AND EIGHTMILE CR. BRIDGES SEC

County MORROW

Kind Of Work BRIDGE REPLACEMENT (WILLOW CR.)

Length ____

Name KELLER

No	Item	Code	Unit	Quant.	Unit Cost	Total
	MOBILIZATION		ALL	ALL	9 %	3870^{00}
	GUARD RAIL (TYPE 2A)		LIN FT	50	25^{00}	1250^{00}
	GUARD RAIL (TYPE 3)		LIN FT.	100	30^{00}	3000^{00}
	ANCHORS (TYPE 1)		EACH	4	350^{00}	1400^{00}
	RAIL END PIECES (TYPE C)		EACH	4	175^{00}	700^{00}
	TOE TRENCH EXCAVATION		CU. YD.	270	15^{00}	4050^{00}
	LOOSE RIPRAP (CLASS 700)		CU. YD.	1125	20^{00}	22500^{00}
	FILTER BLANKET		CU. YD.	225	20^{00}	4500^{00}
	GEN EXCAVATION 43000		CU YD	700	8^{00}	5600^{00}
						46870^{00}

OREGON STATE HIGHWAY DIVISION

SU RY--BID SCHEDULE--COST ESTIMAT

Sheet ______ of ______

Date ______

Section WILLOW CR. AND EIGHTMILE CR. BRIDGES [illegible]

County MORROW

Kind Of Work BRIDGE [illegible] (EIGHTMILE CR.)

Length ______

Name KELLER

No	Item	Code	Unit	Quant.	Unit Cost	Total
	MOBILIZATION		ALL	ALL	9%	1410.00
	GUARD RAIL (TYPE 2A)		LIN.F.	50	25.00	1250.00
	GUARD RAIL (TYPE 3)		LIN.F.	100	30.00	3000.00
	ANCHORS (TYPE 1)		EACH	4	350.00	1400.00
	RAIL END PIECES (TYPE C)		EACH	4	175.00	700.00
	GEN. EXCAVATION		CU.YD	125	8.00	1000.00
	LOOSE RIPRAP (CLASS 700)		CU.YD	300	20.00	6000.00
	FILTER BLANKET		CU.YD.	60	20.00	1200.00
	TOE TRENCH EXCAVATION 15675		CU.YD	75	15.00	1125.00
						17085.00

①

OREGON STATE HIGHWAY DIVISION - BRIDGE SECTION
Preliminary ESTIMATE SHEET

Bridge Name Willow Cr. Br. County Morrow Bridge No. 10904 A
Section and Station " (Bl.1@ 5+86) Highway FAS B560 Ione-Gooseberry
Estimate Made By S.S. Date 9-12-77 Checked By ______ Date ______
Description 88' simple span w/ 3'-6" or 4'-0" box bms on conc. caps and HP10x42 steel piles [Channel = 30' bot w/ 1½:1 slopes, ℄ chan. = 6+31.5]
Estimate From [✓ No Plans] ~~Sketch~~ ~~Completed Plans~~ ~~Drawing No.~~
(Strike out the ones which do not apply)
Calculation Book No. ______ Loading ______

ITEMS	UNIT	QUANTITIES			COST	
		Substrct.	Superstrct.	Total	Rate	Amount
Mobilization	All				8%	~~9,580~~ 8010.00
Shoring, Cribbing, etc.	All				1000	1,000
Structure Excavation	Cu.Yd.	65	—	65	18.00	1,170
Excavation Below Elev. Shown	Cu.Yd.					
Untreated Timber Piling (No.)	Lin.Ft.					
Treated Timber Piling (No.)	Lin.Ft.					
Steel Piling (No. HP10x42)	Lin.Ft.	420	—	420	13.00	5,460
Prestr. Conc. Piling (No.)	Lin.Ft.					
Furnish Pile Driving Equipment	All	✓	—	✓	5,000	5,000
Drive Timber Piling	Lin.Ft.					
Drive Steel Piling I.A.	Lin.Ft.	14	—	14	450.00	6,300
Drive Prestressed Conc. Piling	Lin.Ft.					
Structural Concrete Class 3300-1½	Cu.Yd.	20	---	20	350.00	7,000
Metal Reinforcement	Lbs.	3000	---	3000	0.50	1,500
Structural Steel	Lbs.					
Prestressing Steel	Lbs.					
Prestr. Conc. ([illegible] box bms)	Each	7	—	7	9,500	66,500
(8'@ 95.00 + 200 [illegible])						
Rail # Metal Rail w/ tube	Lin.Ft.	—	176	176	50.00	3,800
Slope Paving (incl. preparation)	Sq.Yd.					
Slope Paving Curb	Sq.Yd.					
Drain Pipe	Lin.Ft.					
Berm Paving	Sq.Yd.					
R.C. End Panels	Sq.Yd.					
Expansion Jts.	Lin.Ft.					
~~Guardrail~~	~~" "~~	~~—~~	~~200~~	~~200~~	~~30.00~~	~~6,000~~
Electric Conduit	Lin.Ft.					
Membrane Waterproofing	Sq.Yd.					
~~General Excav.~~	~~Cu.Yd.~~	~~700~~	~~—~~	~~700~~	~~8.00~~	~~5,600~~
~~Riprap-Class [illegible]~~	~~Cu.Yd.~~	~~315~~	~~—~~	~~315~~	~~18.00~~	~~5,670~~
~~A.C.~~	~~Tons~~	~~35~~	~~—~~	~~35~~	~~30.00~~	~~1,050~~
Removal of old Bridge (20x30x4.00)	All	—	—	—	—	2,400
Maintenance of Traffic	All	—	—	—	—	

100130

Subtotal ~~127,950~~ 10814
Plus 30% Percent for Engineering & Contingencies 38,350 3244
TOTAL COST ~~$166,300~~ 1405[illegible]

9112

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
La Grande, Oregon
November 19, 1979

FILE:

FROM: R. C. Lang
Region 5 Federal Aid Engineer

TO: T. G. Thompson
Supervising Structural
Design Engineer

SALEM

SUBJECT: Eightmile Creek &
Willow Creek Bridges
Ione-Gooseberry Co. Road
Junction Bridge Section
Ione-Gooseberry County Road
Morrow County

Enclosed in answer to your memo of October 29, 1979 is one set of preliminary plan and elevation drawings and vicinity maps nos. 34900 and 34888 covering Eightmile Creek Bridge No. 10903A. These have been reviewed and approved by Morrow County, as noted.

The County has not completed their review of drawings 34901 and 34889 for the Willow Creek Bridge No. 10904A. These will follow as soon as the corrections which need to be made in these plans have been added.

R C Lang

sh
enclosure

cc Judge McElligott
H. A. Schell
Engineering
County-City Unit
Environmental Section (M. Banks)
H. N. Van Cleave

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
LE ☐ PRE ☑
[illegible]
[illegible] Hix
M
FM FA LG.

H

N

D.n.H.

111

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. W. E. Schwartz
Region 5 Engineer
Atten. R. C. Lang

DATE: October 31, 1979

SUBJECT:

Eightmile Creek Bridge, 10903A
Willow Creek Bridge, 10904A
Ione-Gooseberry Co.Rd.Jct. Br.Sec.
Ione-Gooseberry County Road
Morrow County

FROM: T. G. Thompson
Supervising Structural
Design Engineer

T. G. Thompson

Please correct the estimate of costs in our letter of October 29, 1979 for these two structures to the figures below:

Structure 10903A	$ 96,000
Structure 10904A	128,000
Grading and Paving	(Not available)
Engineering and Contingencies	67,500 (Structure only)
Total	$291,500

Please inform Morrow County of this correction.

SKS:dh

cc H. A. Schell
Road Design
County-City Unit
Maxine Banks, Environment

11-20-79 probably will be [illegible] fill [illegible] County

11/30 [illegible] says [illegible] county MR

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ [✓ PRE ☐]
OCT 31 1979
REFERRED TO N
FOR M
FILE: PM FA LG.

31-125-1387

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. W. E. Schwartz
Region 5 Engineer
Attention R. C. Lang
Region Federal-Aid Engr.

FROM: T. G. Thompson
Supervising Structural
Design Engineer

DATE: October 29, 1979

SUBJECT:
Eightmile Creek and Willow
Creek Bridge
Ione-Gooseberry Co.Rd. Jct.
Bridge Section
Ione-Gooseberry Co. Rd.
Morrow County
Bridges 10903A & 10904A

Enclosed are four reduced prints of Drawings 34900, 34888, 34901, and 34889 which are the preliminary plan and elevation drawings and the vicinity maps.

Our present estimate of costs for the proposed contract is:

Structure (10903A)	$ 73,000
Structure (10904A)	128,000
Grading and Paving	Not available
Engineering and Contingencies	60,500 (Structure only)
TOTAL	$261,500

Please use these prints to obtain the approval of Morrow County and return one set of prints with stamped approval to this office as soon as possible.

It is planned to call for bids on this project on March 27, 1980.

SKS:smd

Encl.

cc H. A. Schell /w/ 1 set encl.
Engineering /w/ 1 set encl.
~~County~~-City Unit
Environment Section (M.Banks, /w/ 1 set encl.

[illegible] MANAGEMENT BRANCH
REFERRED TO N
FOR M
FILE: FM FA LO.

81-125-1387

9112

FAS-B-560

PER LRW PEL LAG 4 5// 9-5-79 3.30 PM

W J HART

INFO COPY VERSTEEG, TERPIN, SWAN, VAN CLEAVE

RE FLOOD DAMAGED STRUCTURES, FEB. 1979
XXXXXXXXXXXXXXXX
EIGHTMILE CREEK AND WILLOW CREEK BRIDGES – tent. Mar 27, 1980
FAS B 560, MORROW COUNTY

JUDGE NELSON REQUESTS EXPEDITED DESIGN OF THESE BRIDGES WITH CONTRACT LETTING AT EARLIEST POSSIBLE DATE. JUDGE NELSON IS CONCERNED ABOUT THE LENGTH OF TIME WE ARE TAKING TO REPLACE THESE FLOOD DAMAGED STRUCTURES. YOUR COOPERATION IS REQUESTED.

R C LANG
SH04.¾490¾.

1 Versteeg ✓
Anderson
2 Christensen DPM
Olson
3 Sullivan JWS
Terpin
4 Trout
Wakerlig

Art cib.

RECEIVED
SEP 05 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

NARRATIVE REPORT

Willow Creek (Ione) and Eightmile Creek Bridges
Gooseberry Road
Morrow County

HISTORY

The Authourity for Survey was submitted on March 13, 1979 by Roger Lang, Federal Aid Specialist. The field work began on May 13, 1979 and was completed on August 2, 1979. An on site inspection was make with the county Judge and Roadmaster on April 30 and it was decided to replace the structures in the existing location. The city of Ione wanted the structure on Willow Creek moved to a location approximately ½ mile downstream, and petioned the County Court to do this. I met with the Ione city council on May 23 and told them I would do a study of this area and see if it would be feasable. The County Roadmaster and I met with Mr. Ladd the owner of the property where the city wanted the structure relocated on May 30. Mr. Ladd objected to the structure on his property for a number of reasons and denied me access to the property. I attended the Ione Council Meeting on June 5 and told them of Mr. Ladds objections and that I felt the cost of the structure in the new location would greatly exceed the monies available. They then gave their approval to replace the structure in the same location. The county approved the vicinity maps for both structures on August 1, 1979 and the city approved Willow Creek on August 7, 1979.

TYPICAL SECTION

Roadway width on both structures will be 28'.

HORZONTAL / VERTICAL ALIGMENT

No change from the existing structures on horizonal aligment. The grade was raised at Willow Creek to increase the waterway.

CONSTRUCTION EASEMENT

An easement will be required from School District No. 35 for the construction of a detour on the Willow Creek Bridge and from CR or DC Mc Elligott etal for construction of a detour on Eightmile Creek. No other property will be required. Court will obtain the required easements.

MATERIALS

Approximately 300 cy of excavation will be required at Willow Creek. This material can be wasted approximately 200 ft upstream. Four-hundred cy of class 700 Rip rap will be required at Willow Creek.

AWARD OF CONTRACT

These structures were originally programed to be let individually but I recomend that they be combined into one project. This would greatly reduce the amount of coordination required between the contractor and the county. And I am sure it would reduce the overall cost of the project.

DETOUR

A detour will be required at both locations. These will be built and maintained by the county.

MATERIAL SOURCES

At the present time no State or County sources have been set-up for this project

UTILITY RELOCATION

Pacific Northwest Bell has a buried cable at Eightmile Creek and this will have to be relocated during construction. An abandoned irrigation ditch belonging to Elmer Ladd will be destroyed during construction at Willow Creek.

The following work will be performed by Morrow County at no cost to the State or Federal Government:

1) Build, maintain and remove after construction, the detours at both Willow Creek and Eightmile bridges.

2) Furnish, install and maintain barricades and all required construction Signing.

3) Reconstruct the roadway approaches at both locations.

The following work will be done by Pacific Northwest Bell:

1) Relocate cable outside of excavation limits.

2) Attach cable conduit to structure after construction is complete.

The following work shall be performed by the State:

1) Construction Engineering.

2) All Construction Inspection.

3) Preparation and submission of all estimates to include the semi-final estimate and supporting documents.

QUANTITY SUMMARY & COST ESTIMATE Sheet ____ of ____ Sh

Section Willow Creek (Ione) Unit Willow Creek(Ione)
Highway FAS B560 Ione-Gooseberry Road County Morrow Prefix 525-1966
Length ____ Engineer: H N Van Cleave Draftsman ____ Date 7/26/79

Grading and Surfacing Items

Item No.	Spec	Item	Unit	Quantity	Price	Amount
1		Mobilization	9%			8,640
2		Bridge Removal				1,200
3		Excavation	cu yard	300	6.00	1,800
4		Structure Excavation	cu yard	50	12.00	600
5		Furnish P.O. Equipment	Lump sum			8,000
6		Furnish Piling	linear ft	420	11.00	4,620
7		Drive Piling	linear ft	420	3.00	1,260
8		Class A Concrete	cu yard	60	300.00	18,000
9		4 X 70 Prestress Slabs		7 only	5,600.00	39,200
10		Metal Reinforcement	lb	9000	.50	4,500
11		BridgeRail	linear ft	140	50.00	7,000
12		Guard Rail	linear ft	150	20.00	3,000
13		Rip Rap Class 700	cu yard	400	20.00	8,000
					Total	105,820
				+20%		21,164
						$ 126,984

Programmed

126,984
68,280
$ 195,264 − $ 180,900 = $ 14,364

6% x 14,364 = $ 861.84

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 25, 1979

TO: Corps of Engineers (2)
Fish and Wildlife Service
National Marine Fisheries Service
Environmental Protection Agency
Oregon State Department of Environmental Quality
Oregon State Division of State Lands

FROM: Frank E. Terpin
Frank E. Terpin
Location Engineer

SUBJECT: General Permit for Fills in Navigable Waters
Section: Willow Creek Bridge
Highway: Ione-Gooseberry
County: Morrow

This letter, with the attached Project Assessment, serves as the advance notice required under Section rr of the Department of the Army Permit referred to in Public Notice 971-OYA-4-002123 pursuant to Section 404 of the Federal Water Pollution Control Act (86 Stat. 816, P.L. 92-500).

If additional information is needed, please contact Donald E. Keyes, Location Unit, 212 Transportation Building, Salem OR 97310, telephone 378-6265.

Attachment

cc G. L. Green
J. H. Versteeg
R. W. Ellison
Gary Potter
D. E. Keyes

Versteeg
Anderson

RECEIVED

JUN 26 1979

Van Cleave
Harvest II ✓

OREGON STATE HIGHWAY DIVISION
SCHEDULE OF CONTRACT LETTINGS

F3QTR80 JAN-FEB-MAR, 1980 - CONTINUED

	CUR PROG	ENGR	MATCHING SHARE	PLANNING ESTIMATE
10 ROCK CREEK BRIDGES (3)------------------------------FAS-C 0505, FAS-A756 KEASEY RD., COLUMBIA CO, STRUCTURES		PC	34,394 34,394	580,000
11 WILLOW CREEK BRIDGE------------------------------FAS-C 0525, FAS-B560,IONE/GOOSEBERRY RD., MORROW CO, G-P-STR.			5,574 5,574	94,000
12 EIGHTMILE CREEK BRIDGE---------------------------FAS-C 0525, FAS-B560,IONE/GOOSEBERRY RD., MORROW CO, G-P-STR.			5,159 5,159	87,000
JCT. THREE MILE LANE AND SALMON RIV. HWY.---------FAUS 0736, FAU-4430, AIRPORT RD., YAMHILL CO, GRADE-PAVE			21,703 21,703	366,000
(NEWBERG)--------FAUS , YAMHILL CO, G-P-SIGN-STRIPE			21,763 21,763	367,000
RD.---------------FAUS ST.), MARION CO, G-P-SIGNALS			52,006 52,006	877,000
.IS)---------------FAUS .P			18,264 18,264	308,000
ANTS PASS)-------FAUS JOSEPHINE CO, G-P-SIGN			14,172 14,172	239,000
.(THE DALLES)----FAUS WASCO CO, GRADE-PAVE			14,054 14,054	237,000
.-----------------ROS COMB ACKAMAS CO, G-P-GUARDRAIL			8,000	80,000
GRESHAM)----------HES IGNALS	~~80~~ 11.5		6,000	60,000
ER RD.(DAMASCUS) HES MAS CO, SIGNALS-LT. TURN	80		3,500	35,000
ND)---------------FAI-X 5, MULTNOMAH CO, G-P-STRS-SIGS-ILL-SN	81		420,320	2,960,000

FLOOD DAMAGED
Too damn far away – we need to move faster.

6-1-79
Prompt – would you see if these can be moved forward in the proposed schedule, if appropriate/feasible, at next weeks meeting.
Thanks
Yank

6/1/.. [illegible] Tell him to [illegible]

ROUTING SLIP Date: 6-1-79

DEPARTMENT OF TRANSPORTATION

Director
Chief of Operations
Asst. Dir.-Administration
Asst. Dir.-Transportation Policy & Program Develop.
Accounting (Highway)
Administrative Services
Chief Counsel
Commission Services
Computer Center (Lane Ave.)
Construction
Data Processing (Transp. Bldg.)
Employee Development
Engineering (Design)
Environmental
Equi[illegible] Shops & Storeroom
Finan[illegible]T)
FHWA

General Files
General Services (DOT)
Information Systems (Lane Ave.)
Labor Relations
Landscape
Library
Location
Mail Room
Maintenance
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photocopy
Proj. Mgmt. & Operations Planning

Public Affairs
Public Transit
Radio
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
Structures
Technical Services Engineer
Traffic Support Services
Transportation Policy & Program Development
Travel Information
Utilities
Metropolitan
Region Number ______
District Number ______

ATTENTION: ~~Harwood~~ HAL

FROM: Roger

COMMENTS:
I'm going to push Van Cleave to the limit –
R

9/12

Form 731-0022 (1/78) SP*70504-73

9112

Oregon State Highway Division

REGION 5 OFFICE

W. E. Schwartz
Region Engineer

P.O. Box 850 La Grande, Oregon 97850 Telephone 963-3177

May 21, 1979

The Honorable D. O. Nelson
Morrow County Courthouse
Heppner, Oregon 97836

Dear Judge Nelson:

RE: Willow Creek (Ione) Bridge, FAS B560, Ione-Gooseberry Road

Due to the severe fuel shortage the Highway Division is experiencing a strict mileage limitation is being enforced. Therefore, I will be unable to attend the evening meeting scheduled with the City of Ione at the Ione City Hall.

Mr. H. N. Van Cleave, Resident Engineer, will be present to describe the type of structure proposed, stream opening, and to answer any questions which may arise.

I am sorry I will not be able to attend the meeting.

Sincerely,

Roger C. Lang

Roger C. Lang
Region Federal Aid Engineer

RCL:lt

cc: Honorable Linda LaRue
Don Harwell
H. N. Van Cleave

May 16, 1979

Morrow County Court
Courthouse
Heppner, OR 97836

Attention: Sadie Parrish
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 7021

Gentlemen:

Attached for your files is a fully executed copy of an agreement concerning construction of the Willow Creek and Eightmile Creek Bridges on the Ione-Gooseberry Road in Morrow County.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

C. W. Head
COMMISSION SERVICES

kkr

Attachment

bc: Gerald Wimer (agreement attached)

STATE OF OREGON **INTEROFFICE MEMO**

TO: H. S. Coulter
State Highway Engineer

DATE: March 19, 1979

FROM: Gerald Wimer
Local Government Manager

SUBJECT: FAS-C Bridge Construction (2)
Morrow County

Morrow County is requesting the construction of two concrete bridges. Both are on the Ione-Gooseberry Road. The one over Willow Creek is to be approximately 45 feet long with a roadway 28 feet in width. The other is over Eightmile Creek and is to be approximately 40 feet long with a roadway 28 feet wide. The approaches are to be included in the contract. The additional Right-of-Way is to be the responsibility of the County. Engineering by State. See attached sketch for location. In summary:

Jurisdiction	Section	Total Funds	Fed Funds	State Funds	County Funds
Morrow Co.	Willow Creek (Ione-Gooseberry Rd.) Br. FAS B560	$104,300	$ 91,800	$ 6,250	$ 6,250
Morrow Co.	Eightmile Creek (Ione-Gooseberry Rd.)Br. FAS B 560	96,600	85,000	5,800	5,800
	TOTALS	$200,900	$176,800	$12,050	$12,050

The Region and this office have investigated this proposed project, confirming its validity and financing under the FAS-C Program. I recommend your approval and request you authorize this project under delegated authority.

However, since these bridges were destroyed by severe early spring run off, the County would prefer to use ER Funds should these funds become available.

APPROVED BY:

H S Coulter
State Highway Engineer

Date 3/19/79

HR:pf
Attachment

ASSOCIATION OF OREGON COUNTIES

PRESID • GEORGE CALVERT — JOSEPHINE COUNTY
FIRST VICE PRE • EARLE C. MISENER — UNION COUNTY
SECOND VICE PRES • STAN SKOKO — CLACKAMAS COUNTY
TREASURER • F. E. KNIGHT — TILLAMOOK COUNTY

LOCAL GOVERNMENT CENTER
1201 COURT STREET N.E.
P O BOX 12729
SALEM, OREGON 97309
(503) 585-835

P. JERRY ORRICK, EXECUTIVE DIRECTOR

March 19, 1979

Mr. Gerald Wimer
Local Government Manager
Department of Transportation
Room 207
Salem, OR 97310

Re: Morrow County Flood Damage Repairs
Utilizing FAS-C Funds

Dear Jerry:

The AOC Board of Directors this date authorized the advancement of approximately $232,400 of Morrow Counties allocation of FAS-C funds to correct recent storm damage on:

1. Eight-mile Creek (Rhea Creek Junction) Bridge Section of FAS B560 where a new structure is proposed at an estimated $96,600.
2. The Willow Creek (Ione) Bridge Section of FAS B560 where a new structure is proposed with an enlarged channel at an estimated $104,300.
3. County Force Order Number 1 to restore 4½ miles of washed out oil mats greater than 1,000 feet in length on FAS routes B546, B560 and B562 at an estimated $31,500.

The Boards approval was based upon:

1. Morrow County is number 16 on the FAS-C priority list with a reserve of $33,000 and receiving $65,000 of federal funds annually.
2. That these projects estimated to cost approximately $232,400 can be advanced as rapidly as the paper work and engineering can be performed.
3. The AOC Technical Advisory Committee will review this matter Thursday, March 22, and hopefully support the board in its action. You may proceed as though they concur.

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☒ FAE ☐ OPE ☐
MAR 19 1979
File: PM FA
TAA LG OP

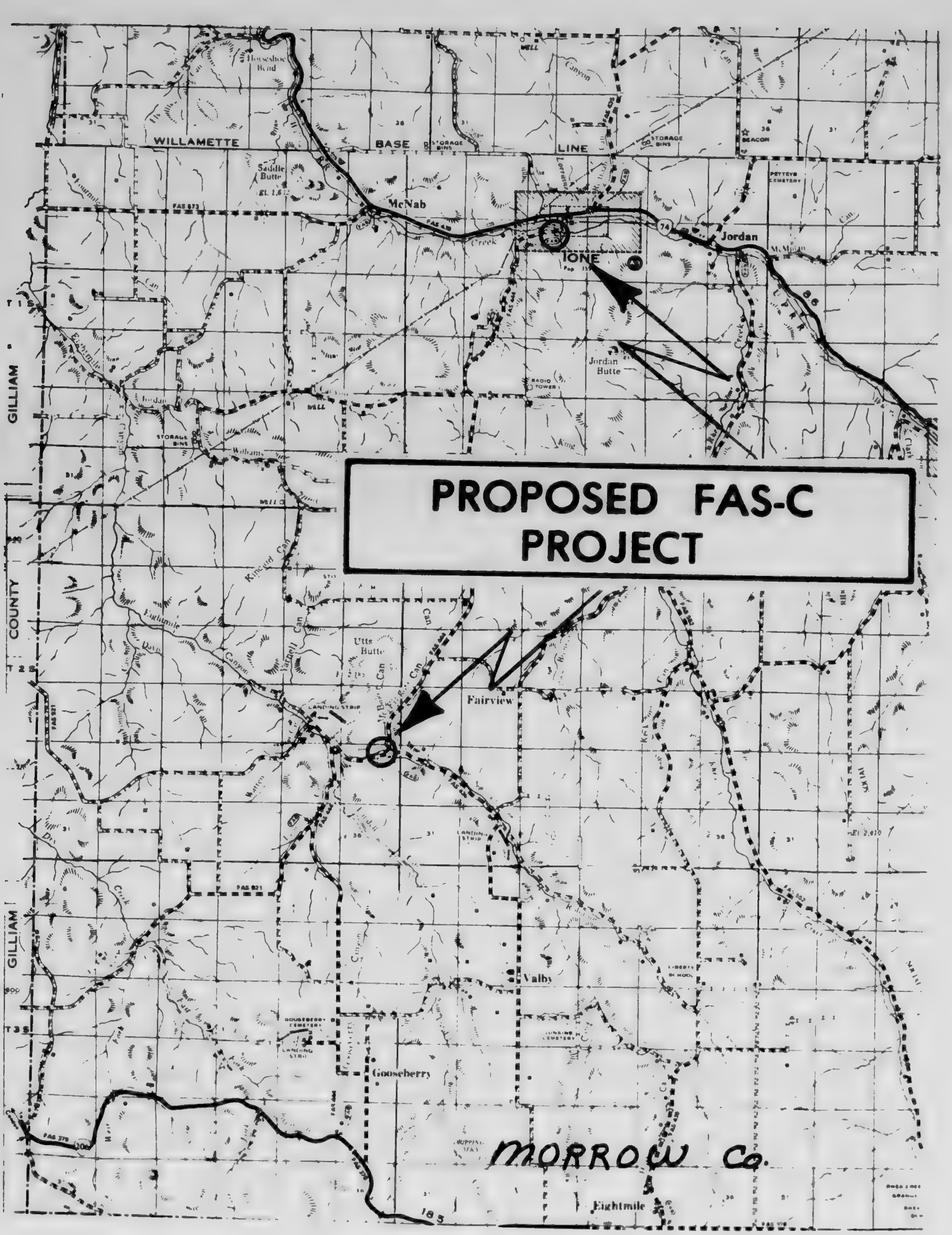
Sincerely,

Bill

Bill Penhollow
Executive Assistant

1p

cc: H. S. Coulter
Roger Long
Ltr 3-19-79
JH


Horseshoe Bend
WILLAMETTE
BASE
LINE
Storage Bins
Beacon
Pettys Cemetery
Saddle Butte
McNab
IONE
Jordan
McMillan Can
Jordan Butte
Radio Tower
GILLIAM
COUNTY
Eightmile
Jordan
Storage Bins
Williams
Kincaid Can
Eightmile Canyon
Utts Butte
Landing Strip
Fairview
Landing Strip
GILLIAM
Valby
Liberty School
Gooseberry Cemetery
Landing Strip
Gooseberry
Eightmile
MORROW Co.

PROPOSED FAS-C PROJECT

111

(#2)

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 7, 1979

TO: Executive Department
Federal Aid Coordination Unit

East Central Oregon Association of Counties
116 South Main, Room 15
Pendleton, Oregon 97801

FROM: D. E. Swan
D. E. Swan
Federal Aid Manager

SUBJECT: Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 12
Section: Willow Creek Bridge
Highway: Ione-Gooseberry Co. Rd., RS-B560
County: Morrow

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be June 7, 1979.

BLG:dmc
Attachments

cc: G. L. Green
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart

Region 5: W. E. Schwartz
District 12: H. W. Oswald
Aeronautics Division
David Powers, Parks
Gerald Wimer
B. L. Gifford

RECEIVED
STATE HWY ENGR
MAY 11 '79
REFER TO
FOR

Info	Inve:	R/D	D/R	Sign	Act	File
						✓

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT [45 Dept. of Transportation	46] DIVISION [79 Highway		
03	12] APPLICANT ADDRESS STREET [45 ODOT Building	46] CITY [60 Salem	76] ZIP [80 97310	
04	12] CONTACT PERSON [45 D. H. Moehring	46] AREA CODE [48 503	49] PHONE [55 378	56] EXTENSION [59 6563
01	12] PROJECT TITLE [71 Willow Creek Bridge			
11	12] PROJECT LOCATION—CITY Ione-Gooseberry Co. Rd. RS-B560	PROJECT LOCATION—COUNTY Morrow	PROJECT LOCATION [79 SEC: T: R:	

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 To replace the Willow Creek Bridge in the City of Ione. The existing structure was 06 12] severely damaged by a flood in February 1979. [71

07 12] The proposed project calls for the replacement of the existing flood damaged structure by a new prestressed reinforced concrete slap span bridge, with a sidewalk- [71 08 12] bike path on the left shoulder. The proposed bridge will be 45 feet in length by 28 feet in width, with two 10 ft. travel lanes and two four foot shoulders. Design [71 09 12] speed will be 25 m.p.h. [71

10 12] [71

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
91,520		6,240	6,240		104,000

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 | 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 12] FEDERAL PROGRAM TITLE [71: Title 23 USC Highways

15 12] FEDERAL AGENCY NAME [45: US Dept. of Transportation | 46] FEDERAL SUB-AGENCY NAME [79: FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 | INTER-STATE ☐ 13 | COUNTY ☐ 14 | CITY ☐ 15 | SCHOOL DISTRICT ☐ 16 | SPECIAL DISTRICT ☐ 17 | COMMUNITY ACTION ☐ 18 | SPONSORED ORGANIZATION ☐ 19 | OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 | CONT. GRANT ☐ 22 | SUPPL'T GRANT ☐ 23 | INCREASE DURATION ☐ 24 | DECREASE DURATION ☐ 25 | CANCELLATION ☐ 26 | INCREASE DOLLARS ☐ 27 | DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: May 7, 1979

(D) REVIEW REQUIRED by A-95 Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT Yes ☐ 33 No ☐ 34

(F) HOUSING RELOCATION REQUIRED Yes ☐ 35 No ☐ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: June | 43] DAY [44: 7 | 45] YEAR [46: 1979

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: May 7, 1979

VI. If project includes state funds (12C), identify agency Highway

STATE AGENCIES ONLY

VIII (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 Project of Non-Major environmental impact under Oregon's Action Plan.

PROJECT ASSESSMENT

RS-560(1)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date April 30, 1979

Section Willow Creek Bridge

Unit (if appl)

County Morrow

City Ione

Highway Ione-Gooseberry

State Hwy. No.

Termini: M.P. (if appl)

Length

Region 5

Construction Estimate $104,300
Program Amount

B. Purpose of Project: To replace the Willow Creek Bridge in the City of Ione. The existing structure was severely damaged by a flood in February 1979.

C. Origin & History of Project: The Willow Creek (Ione) Bridge was heavily damaged by a flood in February. Flood waters flowed over the existing structure, bending the 10 foot steel deck beams downstream by as much as one and one-half feet. The easterly approach was also severely eroded. This washout has been filled with pit run rock. The bridge remains in temporary service but does not have hand rails. The structural soundness of the existing structure remains in doubt, and it should be replaced. This project has top priority by the County.

D. General Description of Project: The proposed project calls for the replacement of the existing flood damaged structure by a new prestressed reinforced concrete slap span bridge, with a sidewalk-bike path on the left shoulder. The proposed bridge will be 45 feet in length by 28 feet in width, with two 10 foot travel lanes and two four foot shoulders. Design speed will be 25 mph.

Alignment: New ____ Existing X Combined ____

Typical Section: Existing: No. Lanes 2-10'; Med. ____; Shldrs. 2-4'; Parking ____

Proposed: No. Lanes 2-10'; Med. ____; Shldrs. 2-4'; Parking ____

Traffic: Existing Facility: Existing ADT ____; Projected ADT ____; Yr. ____

Existing Level of Service ____

Proposed Facility: Projected ADT ____; Yr. ____

Right of Way: Additional icipated yes ; if yes, giv approx. No. Parcels 1
Yes, No
Construction easement only
Acres <1 ; Type of Relocation Req. ; No. X

Materials Source, Borrow, Waste Disposal Requirements, if any:

Type of Structure(s): Reinforced concrete

Brief Description of River or Stream and Type of Involvement, if any:
Willow Creek is a live, year-round flowing stream. The construction of the proposed structure and the associated construction easement should involve little or no instream work. Construction will be scheduled during the summer - low water period, and will be done in cooperation with the Fish & Wildlife Department.

Local City, County of COG priorities of project.

FHWA and/or OSHD approvals given, if any:
Highway Division approval as per H. S. Coulter's signature of March 19, 1979.

Location or Design Alternatives (identify and describe): An alternative proposed by the City of Ione calls for the new bridge being constructed about 3/4 of a mile downstream on a new alignment (see map). This would provide a bypass around the City of Ione and relieve noise and congestion at the Ione elementary and high school which are located adjacent to the existing bridge. This alternative would require the acquisition of a new 1/2 mile corridor and additional right-of-way. Most of this additional right-of-way would be irrigated agricultural land currently producing forage crops. A new railroad crossing would also be required. The new route, however, would greatly enhance safety by the elimination of a dangerous 90° curve, and by separating increasing truck traffic from the school and the City of Ione.

Other Descriptive Information or Comments: Current funding limitation restricts this alternative from consideration; it would be the subject of a future assessment.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural: The bridge replacement project is situated at the western edge of Ione. Located on the Columbia River Plateau, the stream-cut smooth to rolling topography is devoted primarily to wheat and livestock production. Willow Creek is the major stream of the area, and has eroded a canyon 500 to 1,000 feet below the surrounding surface and up to one-half of a mile in width. The underlying rock, exposed as canyon wall outcroppings, is composed primarily of basalt. Climatically, the area is semiarid in nature, but heavy downpours of precipitation are common - usually from local thunderstorm activity. Natural vegetation centers on sagebrush, short-grass associations. Except along the steep canyon walls most natural vegetation has been replaced by agricultural activities. The large permanent streams, such as Willow Creek, do support some irrigated agriculture. Resident fish populations (trout) are present in Willow Creek only during the spring runoff period.

2. Cultural: The leading economic support for Morrow County is agriculture, with a concentration on dry farming (wheat) and livestock production in the Willow Creek area. Lumber and wood products are also important to the local economy because of the close proximity of the Blue Mountains. Wheat and cattle production dominate the economic activities in the area immediately surrounding Ione. Because of the dependence of wheat production on dry farming techniques, farming operations in the area tend to be large (several thousands acres are not uncommon). Ione is a rural community of 390, but does operate its own school system. The bridge replacement project is located at the western edge of Ione, immediately adjacent to the Ione schools. It is the growing truck traffic next to this rural school which has prompted local officials to propose the relocation of the damaged bridge to another location separated from the city and school. A telephone cable runs along the Ione-Gooseberry Road, and will be attached to the new structure.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

Construction easement only, and it will be obtained by the County.

2. Estimated Impact on Traffic Patterns:

None -

Consequences--Air Quality, Noise, Safety, etc.:

None- Safety improved with new bridge--the longer proposed structure will lessen any potential impact of bridge backing up flood waters into the City of Ione.

3. Estimated Impact on Land Use:

The proposed bridge replacement would have no adverse impact on adjacent land uses.

Consequences:

4. Expected Impact on Natural Ecological Resources:

Some potential for instream construction work. All construction will be done in cooperation with Fish & Wildlife Department.

Consequences:

5. Expected Impact on Cultural and Scenic Resources:

Continued growing school disruption from traffic noise and increasing safety hazard from traffic. The replacement of the bridge itself will not increase this disruption, but this is a problem only in comparison to removing the bridge downstream.

Consequences:

6. Preliminary Identification of Areas of Critical Concern:
None

7. Potential for Controversial Issues:

Replacement of bridge vs moving it downstream to bypass the city and school altogether. Current funding limits project to bridge replacement only versus new location.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans N/A

b. Noise Standards Short-term construction noise--if a summer construction schedule is followed, there will be no adverse impact on the school.

c. Water Quality Standards Some instream construction activity possible

d. Area Land Use and Transportation Plans, and Zoning Consistent

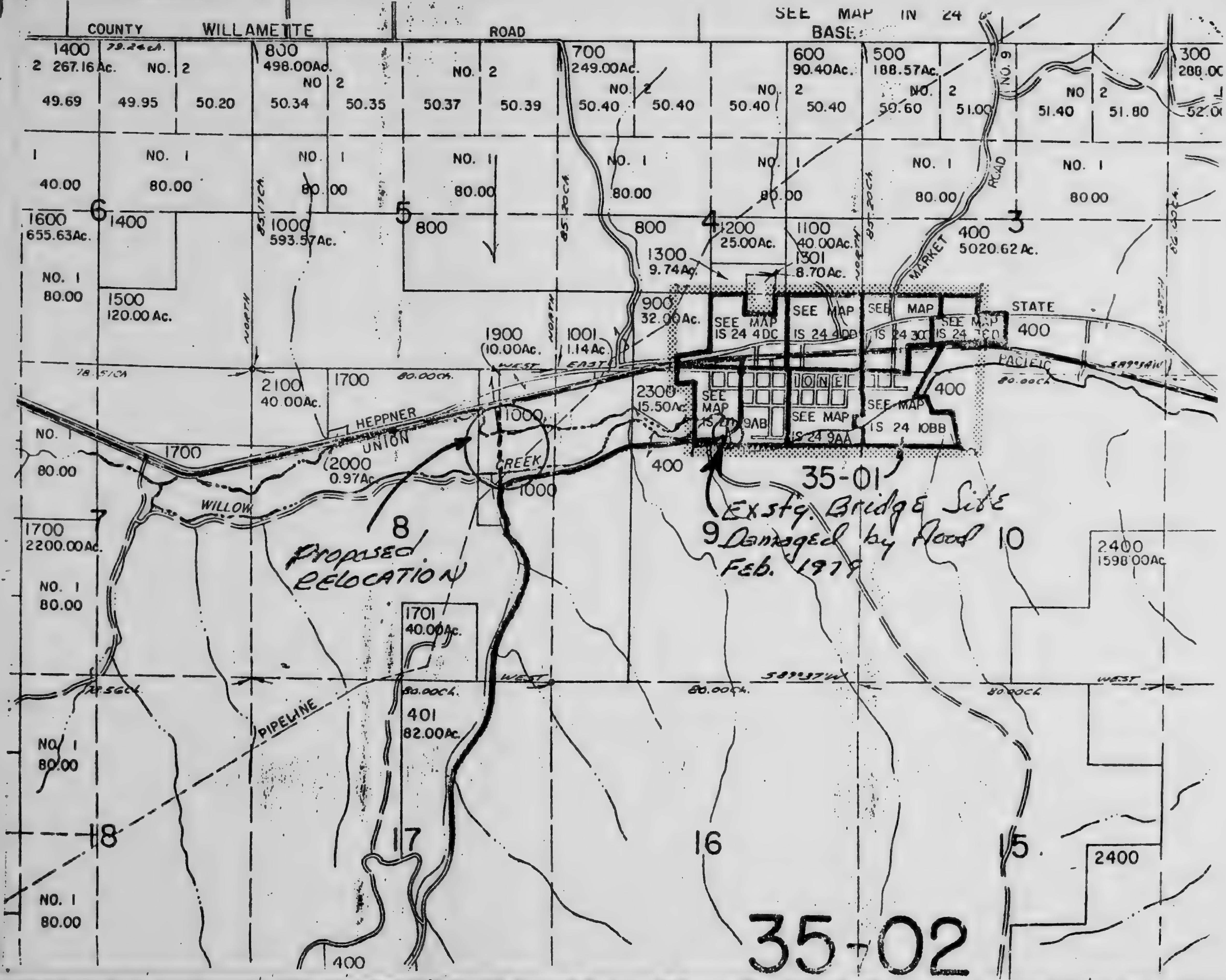
---

C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION-----------------		----NON-MAJOR ACTION------
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D& FEIS	____ D& F Neg. Dec.	__X__ ASSESSMENT ONLY
____ Section 4 (f)	____ Section 4 (f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation: The proposed project is confined to a bridge replacement because of flooding. Because of this limited scope (construction easement only, limited temporary stream involvement, and no other adverse environmental-human impacts because of the bridge itself), a non-major action--assessment only classification is appropriate.

D. Recommended Project Category: ____ 1 ____ 2 __X__ 3 ____ 4


COUNTY WILLAMETTE ROAD
SEE MAP IN 24
BASE
HEPPNER UNION
WILLOW CREEK
IONE
STATE
PACIFIC
MARKET ROAD
NO. 9
PIPELINE
SEE MAP IS 24 4DC
SEE MAP IS 24 4DD
SEE MAP IS 24 3CC
SEE MAP IS 24 3CD
SEE MAP IS 24 9AB
SEE MAP IS 24 9AA
SEE MAP IS 24 10BB
1400 267.16Ac.
800 498.00Ac.
700 249.00Ac.
600 90.40Ac.
500 188.57Ac.
300 288.00
1600 655.63Ac.
1500 120.00Ac.
1000 593.57Ac.
1200 25.00Ac.
1300 9.74Ac.
1301 8.70Ac.
1100 40.00Ac.
400 5020.62Ac.
900 32.00Ac.
1900 10.00Ac.
1001 1.14Ac.
2100 40.00Ac.
2300 15.50Ac.
2000 0.97Ac.
1700 2200.00Ac.
1701 40.00Ac.
401 82.00Ac.
2400 1598.00Ac.
3
4
5
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16
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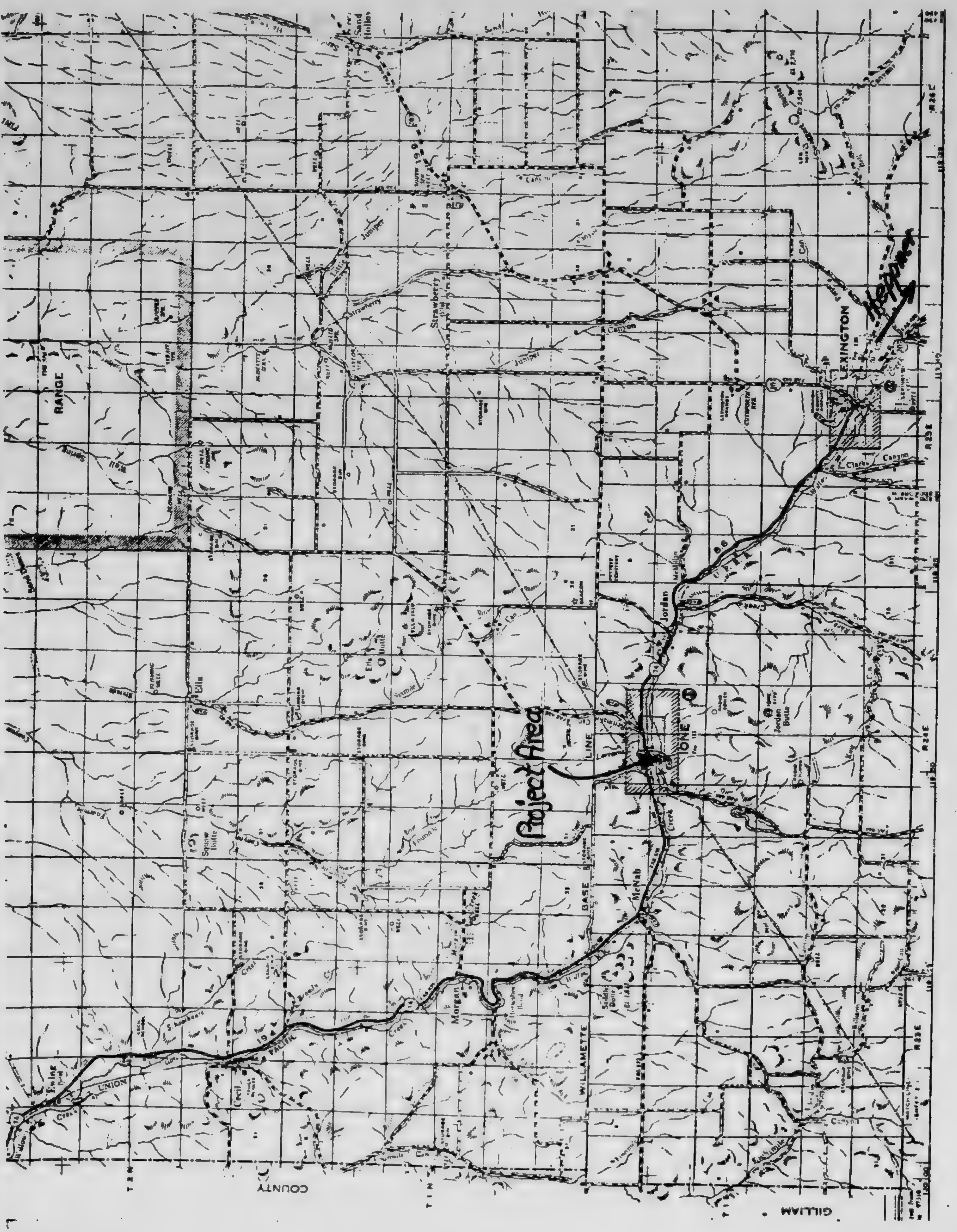
18

Proposed Relocation

Exstg. Bridge Site Damaged by Flood Feb. 1979

35-01

35-02


Project Area
Heppner
LEXINGTON
IONE
Jordan
McNab
Morgan
Cecil
Ella
Strawberry
Juniper
Canyon
Willow
Creek
Squaw Butte
Jordan Butte
Sand Hollow
RANGE
BASE LINE
WILLAMETTE
UNION PACIFIC
R 23 E
R 24 E
R 25 E
R 26 E
COUNTY
GILLIAM

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 25, 1979

Morrow County Court
Courthouse
Heppner, Oregon 97836

Attn: Honorable D. O. Nelson
County Judge

Gentlemen:

We have submitted a program to the Federal Highway Administration for approval of the preliminary engineering phase of the Eightmile Creek (Ione-Gooseberry Rd.) Br., FAS B560, RS-B560(2) and for the Willow Creek (Ione-Gooseberry Rd.) Br., FAS B560, RS-B560(3).

Financial sharing of the preliminary engineering is:

Est. Total PE Costs	$26,000.00
Less Bridge Design	6,000.00
Remaining PE Costs	$20,000.00
Federal Funds	17,600.00
BALANCE	$ 2,400.00

Local Share:
1/2 of $2,400.00 = $1,200.00

Please make your check in the amount of $1,200.00, payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

Gerald Wimer
Local Government Engineer

HR:pf

Did not send - Less than $250 - include with construction advance deposit

Department of Transportation
STATE HIGHWAY DIVISION

REGION 5 OFFICE

W. E. Schwartz
Region Engineer

P.O. Box 850 La Grande, Oregon 97850 Telephone 963-3177

April 18, 1979

The Honorable D. O. Nelson
Morrow County Courthouse
Heppner, Oregon 97836

Dear Judge Nelson:

RE: Surface Repair, Flood Damage, FAS Routes B 456, B 560, and B 562.

Enclosed is a copy of a letter from the Federal Highway Administration concerning your request to utilize FAS funds, under a County Force Order, for surface restoration on the above described routes. These funds are not being approved as their evaluation is that the damage falls in the heavy maintenance category. The Eightmile Creek Bridge and Willow Creek (Ione) Bridge are eligible for funding. We are in the process of programming these projects now.

On April 13, 1979, Mr. Fred B. Klaboe, Director of Transportation, submitted a letter to the Federal Highway Administration requesting emergency funds to assist in covering the costs of damage to roads and bridges in Sherman, Crook, Umatilla, Gilliam, and Morrow Counties.

If we are successful in this endeavor, we will possibly have a chance of recovering some of your extraordinary expense for road repairs and we will reprogram the Eightmile and Willow Creek Bridges.

Sincerely,

Roger C. Lang
lt
Roger C. Lang
Region Federal Aid Engineer

RCL:lt

Enclosure

cc: H. S. Coulter
Gerald Wimer

RECEIVED
STATE HWY ENGR
APR 20 '79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File
X						X

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

79

LETTER OF APPROVAL A[illegible] OR AUTHORIZATION

7112

FEDERAL AID PROJECT NO. RS-B560(1)

STATE [illegible]ECT NO. See below

COUNTY NAME Morrow

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 90164

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENG[illegible]
APR 17 '79

4-17
orig to Moehring

Info

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
4-12-79	4-12-79	Secondary B560 County Road

GENERAL LOCATION:

Willow Creek Bridge Section

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering and One Structure

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION TEC $13,000
Federal Funds limited to $11,450
☒ OTHER (Specify) See below

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of March 30, 1979, I concur that the subject project is a non-major action as set forth in FHPM 7-7-2, paragraph 10e.

Also, as requested in Mr. Swan's March 30, 1979 letter you are authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $94,300 - Federal Funds $83,000 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed, or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4-12-79		for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR 1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

7112

Oregon State Highway Division

REGION 5 OFFICE

W. E. Schwartz
Region Engineer

P.O. Box 850 La Grande, Oregon 97850 Telephone 963-3177

April 5, 1979

The Honorable D. O. Nelson
Morrow County Courthouse
Heppner, Oregon 97836

Dear Judge Nelson:

RE: Miscellaneous Contracts and Agreements No. 7021, Willow Creek (Ione) Bridge and Eightmile Creek Bridge, Ione-Gooseberry Road, FAS B 560

Enclosed are four copies of a Preliminary Engineering and Construction Finance Agreement concerning the Willow Creek (Ione) Bridge and Eightmile Creek Bridge (identified as one project in the Agreement), Ione-Gooseberry Road, FAS B 560.

Please examine the Agreement carefully and if found to be acceptable, present them for signature at a regular session of the Court and to the County Clerk.

After the Agreements have been signed, return the three blue bound copies to me for further processing.

Your early action will assist us in establishing a construction schedule for these flood damaged structures. Do not hesitate to call me if you have any questions.

Sincerely,

Roger C Lang

Roger C. Lang
Region Federal Aid Engineer

RCL:lt

Enclosures (4)

cc: Gerald Wimer
H. N. Van Cleave

M

N M

Lang 711-2

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

cy ~~Gerald Wimer~~
Buzz Swan
HN Van Cleave
note: Assessment has been prepared in case it is needed RCL

PART 1. GENERAL INFORMATION

A. Project Identification:

Date March 30, 1979

Section Willow Creek (Ione) Bridge

Unit (if appl) ____

County Morrow

City Ione

Highway Ione-Gooseberry

State Hwy. No. ____

Termini: M.P. (if appl) ____ Length ____

Region 5

Construction Estimate $104,300
Program Amount

B. Purpose of Project: To replace the Willow Creek Bridge in the City of Ione. The existing structure was severely damaged by a flood in February 1979.

C. Origin & History of Project: The Willow Creek (Ione) Bridge was heavily damaged by a flood in February. Flood waters flowed over the existing structure, bending the 10 foot steel deck beams downstream by as much as one and one-half feet. The easterly approach was also severely eroded. This washout has been filled with pit run rock. The bridge remains in temporary service but does not have hand rails. The structural soundness of the existing structure remains in doubt, and it should be replaced. This project has top priority by the County.

D. General Description of Project: The proposed project calls for the replacement of the existing flood damaged structure by a new prestressed reinforced concrete slap span bridge, with a sidewalk-bike path on the left shoulder. The proposed bridge will be 45 feet in length by 28 feet in width, with two 10 foot travel lanes and two four foot shoulders. Design speed will be 25 mph.

Alignment: New ____ Existing X ____ Combined ____

Typical Section: Existing: No. Lanes 2-10'; Med. ____; Shldrs. 2-4'; Parking ____

Proposed: No. Lanes 2-10'; Med. ____; Shldrs. 2-4'; Parking ____

Traffic: Existing Facility: Existing ADT ____; Projected ADT ____; Yr. ____

Existing Level of Service ____

Proposed Facility: Projected ADT ____; Yr. ____

Right of Way: Additional a cipated yes (Yes, No); if yes, give pprox. No. Parcels 1

Construction easement only

Acres <1; Type of Relocation Req. ______; No. X

Materials Source, Borrow, Waste Disposal Requirements, if any:

Type of Structure(s): Reinforced concrete

Brief Description of River or Stream and Type of Involvement, if any: Willow Creek is a live, year-round flowing stream. The construction of the proposed structure and the associated construction easement should involve little or no instream work. Construction will be scheduled during the summer - low water period, and will be done in cooperation with the Fish & Wildlife Department. Fish are in the stream only during the spring runoff period.

Local City, County of COG priorities of project;

FHWA and/or OSHD approvals given, if any:

Highway Division approval as per H.S. Coulters signature of 3-19-79.

Location or Design Alternatives (identify and describe): An alternative proposed by the City of Ione calls for the new bridge being constructed about 3/4 of a mile downstream on a new alignment (see map). This would provide a bypass around the City of Ione and relieve noise and congestion at the Ione elementary and high school which are located adjacent to the existing bridge. This alternative would require the acquisition of a new 1/2 mile corridot and additional right-of-way. Most of this additional right-of-way would be irrigated agricultural land currently producing forage crops. A new railroad crossing would also be required. The new route, however, would greatly enhance safety by the elimination of a dangerous 90° curve, and by separating increasing truck traffic from the school and the City of Ione. Current funding limitation will most likely defer this alternative.

Other Descriptive Information or Comments:

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural: The bridge replacement project is situated at the western edge of the Morrow County City of Ione. Located on the Columbia River Plateau, the stream-cut smooth to rolling topography is devoted primarily to wheat and livestock production. Willow Creek is the major stream of the area, and has eroded a canyon 500 to 1,000 feet below the surrounding surface and up to one-half of a mile in width. The underlying rock, exposed as canyon wall outcroppings, is composed primarily of basalt. Climatically, the area is semiarid in nature, but heavy downpours of precipitation are common - usually from local thunderstorm activity. Natural vegetation centers on sagebrush, short-grass associations. Except along the steep canyon walls most natural vegetation has been replaced by agricultural activities. The large permanent streams, such as Willow Creek, do support some irrigated agriculture. Resident fish populations (trout) are present in Willow Creek only during the spring runoff period.

2. Cultural: The leading economic support for Morrow County is agriculture, with a concentration on dry farming (wheat) and livestock production in the Willow Creek area. Lumber and wood products are also important to the local economy because of the close proximity of the Blue Mountains. Wheat and cattle production dominate the economic activities in the area immediately surrounding Ione. Because of the dependence of wheat production on dry farming techniques, farming operations in the area tend to be large (several thousands acres are not uncommon). Ione is a rural community of 390, but does operate its own school system. The bridge replacement project is located at the western edge of Ione, immediately adjacent to the Ione schools. It is the growing truck traffic next to this rural school which has prompted local officials to propose the relocation of the damaged bridge to another location separated from the city and school. A telephone cable runs along the Ione-Gooseberry Road, and will be attached to the new structure.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

Construction easement only, and it will be obtained by the County.

2. Estimated Impact on Traffic Patterns:

None - The alternative would route traffic around the City and away from the school complex.

Consequences--Air Quality, Noise, Safety, etc.:

None- Safety improved with new bridge--the longer proposed structure will lessen any potential impact of bridge backing up flood waters into the City of Ione.

3. Estimated Impact on Land Use:

Alternative would require the acquisition of some irrigated agriculture land. The currently proposed bridge replacement would have no adverse impact on adjacent land uses.

Consequences:

4. Expected Impact on Natural Ecological Resources:

Some potential for instream construction work. All construction will be done in cooperation with Fish & Wildlife Department.

Consequences:

5. Expected Impact on Cultural and Scenic Resources:

Continued growing school disruption from traffic noise and increasing safety hazard from traffic. The replacement of the bridge itself will not increase this disruption, but this is a problem only in comparison to removing the bridge downstream.

Consequences:

6. **Preliminary Identification of Areas of Critical Concern:**
None

7. **Potential for Controversial Issues:**

Replacement of bridge vs moving it downstream to bypass the city and school altogether.

8. **Potential for Consistency of Proposal With:**

a. **Clean Air Implementation Plans** N/A

b. **Noise Standards** Short-term construction noise--if a summer construction schedule is followed, there will be no adverse impact on the school.

c. **Water Quality Standards** Some instream construction activity possible

d. **Area Land Use and Transportation Plans, and Zoning** Consistent

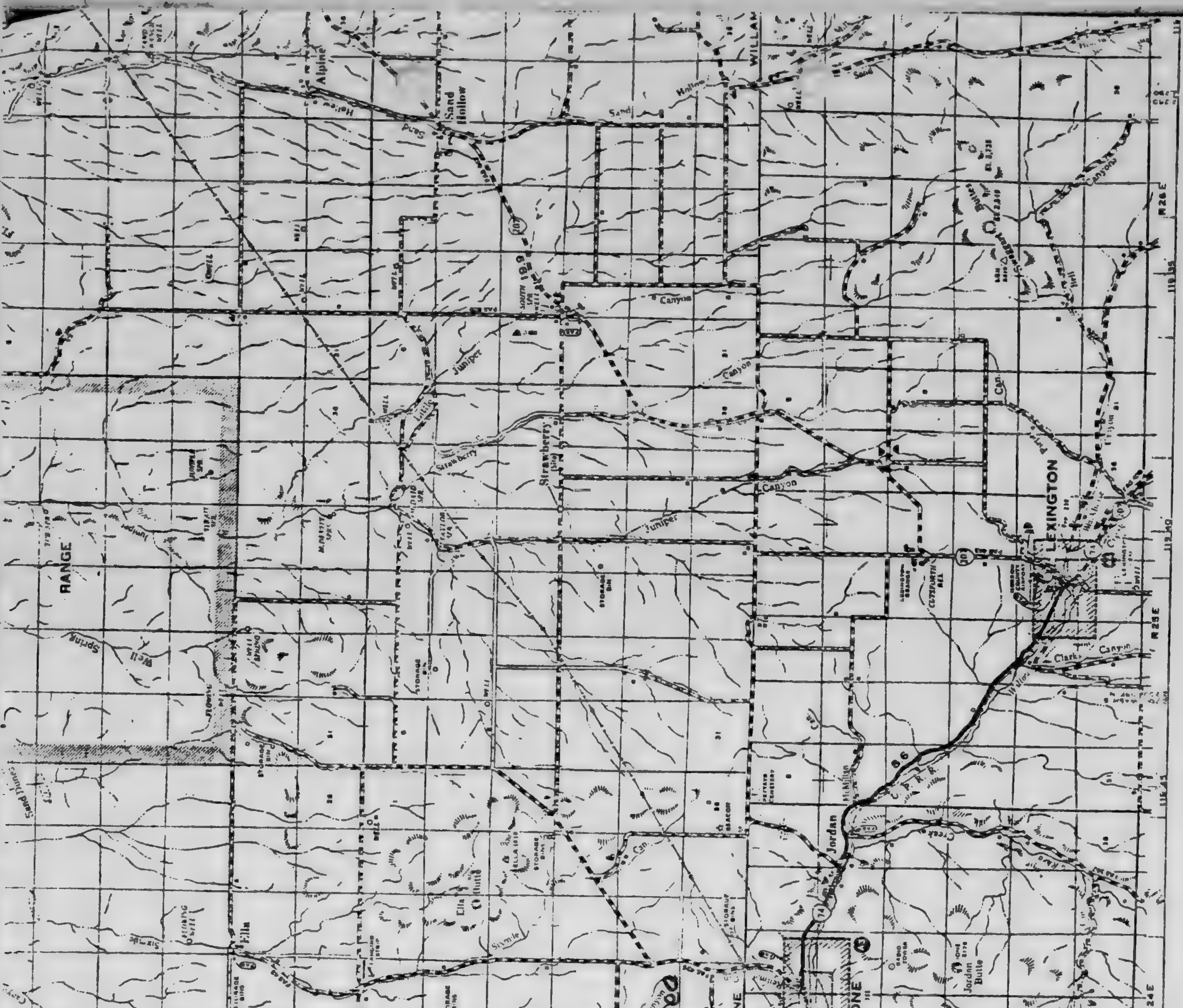
---

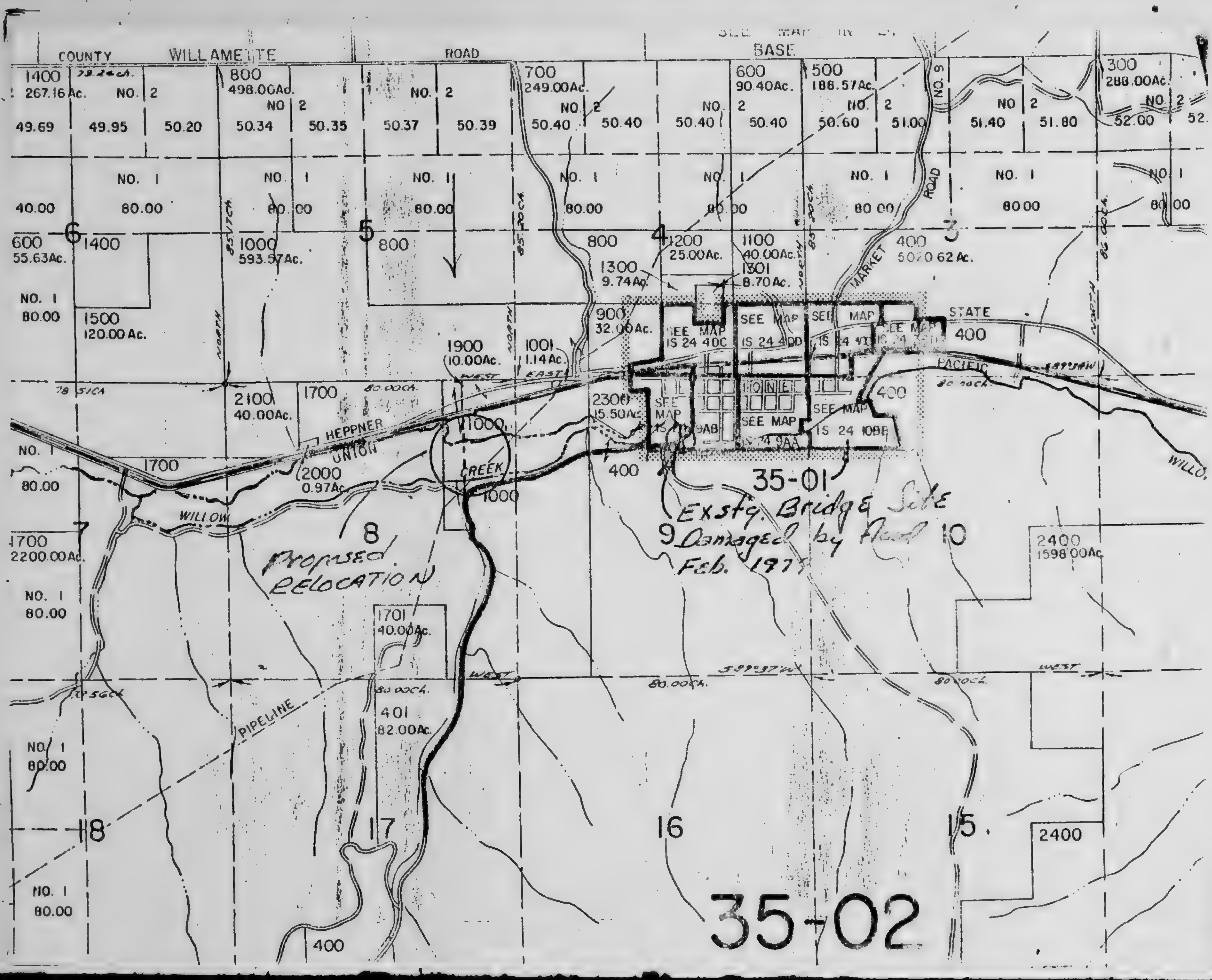
C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION	-----------------	----NON-MAJOR ACTION------
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D& FEIS	____ D& F Neg. Dec.	X ASSESSMENT ONLY
____ Section 4 (f)	____ Section 4 (f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation: The proposed project is confined to a bridge replacement because of flooding. Because of this limited scope (construction easement only, limited temporary stream involvement, and no other adverse environmental-human impacts because of the bridge itself), a non-major action--assessment only classification is appropriate.

D. Recommended Project Category: ____ 1 ____ 2 X 3 ____ 4


Alpine
Sand Hollow
Sand Hollow
Canyon
Juniper
Strawberry
Juniper
Canyon
Canyon
LEXINGTON
Clarks Canyon
Willow Creek
RANGE
Well Spring
Sand Dunes
Ella
Ella Butte
Jordan
Jordan Butte
IONE
LINE
Project Area
Squaw Butte
McNab
Morgan
Cecil
UNION PACIFIC
WILLAMETTE
COUNTY
R 26 E
R 25 E
R 24 E
R 23 E
T 2 N
T 1 N


COUNTY WILLAMETTE ROAD
BASE
1400 267.16 Ac.
800 498.00 Ac.
700 249.00 Ac.
600 90.40 Ac.
500 188.57 Ac.
300 288.00 Ac.
NO. 2
NO. 1
49.69
49.95
50.20
50.34
50.35
50.37
50.39
50.40
50.60
51.00
51.40
51.80
52.00
40.00
80.00
6
5
4
3
600 55.63 Ac.
1400
1000 593.57 Ac.
800
1200 25.00 Ac.
1100 40.00 Ac.
1300 9.74 Ac.
1301 8.70 Ac.
400 5020.62 Ac.
1500 120.00 Ac.
900 32.00 Ac.
1900 10.00 Ac.
1001 1.14 Ac.
2100 40.00 Ac.
1700
2300 15.50 Ac.
2000 0.97 Ac.
1000
400
SEE MAP IS 24 4DC
SEE MAP IS 24 4DD
SEE MAP IS 24 3DD
SEE MAP IS 24 9AB
SEE MAP IS 24 9AA
SEE MAP IS 24 10BB
IONE
MARKET ROAD
NO. 9
STATE
PACIFIC
HEPPNER
UNION
WILLOW
CREEK
NORTH
WEST
EAST
PIPELINE
7
8
9
10
1700 2200.00 Ac.
1701 40.00 Ac.
401 82.00 Ac.
2400 1598.00 Ac.
2400
18
17
16
15
35-01
Exstg. Bridge Site
Damaged by Flood
Feb. 1977
Proposed
Relocation

35-02

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 30, 1979

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Federal Aid Manager

SUBJECT Project Data Submission
Item No. 90164
Project No. RS-B560(1)
Willow Creek Bridge Section
Morrow County

Attached is data for the subject project.

We request the following:

1) Concurrence that the project falls in the classification of nonmajor action as set forth in FHPM 7-7-2 paragraph 10e.

2) Authorization to proceed with all phases of preliminary engineering necessary to obtain PS&E approval at an estimated total cost of $13,000 with an obligation of $11,450 in federal funds.

3) Authorization for construction at an estimated total cost of $94,300 with an obligation of $83,000 in federal funds.

CL:dmc
Enc.
cc: W. E. Schwartz, Reg. 5
H. Reynoldson

N
M

Budget Bureau No. 41-R206

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

March 30, 1979

FEDERAL - AID PROGRAM DATA
(PPM 21-1)

CARD 2	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces) Co. Rd., 0.1 mi. N of SCL of Ione	**ADT**	PRESENT 120 DHV 15	FUTURE ---	YEAR	REGION 10	STATE NAME Oregon
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) P.E., One Bridge	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR

PROJECT NUMBER
PREFIX LETTER(S): RS-
NUMBER: B560

CARD 4
CLASS OF FEDERAL FUNDS: Rural Secondary
NAME OF URBAN AREA: ---
COUNTY NAME: Morrow
ROUTE NO.: S
FEDERAL-AID: B560
STATE: Co. Rd.
U.S.: ---

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
5					**PE**			0.009	13,000	11,450	950	600 (Co.
5					**ROW**							
5					**CONST** (CODE) X030		"Willow Creek Bridge Section"	0.009	94,300	83,000	5,650	5,650 (Co.)
CARD 1	CODE 1	PREPARED BY CL					PROJECT TOTALS	0.009	107,300	94,450	6,600	6,250 (Co.)

ESTIMATED PROJECT COST BY PHASES

PROGRAM APPROVAL DATES

REMARKS

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

March 30, 1979

CT LOCATION *(45 typewriter spaces)* Rd., 0.1 mi. N of SCL of Ione	**ADT**	PRESENT 120 DHV 15	FUTURE ---	YEAR	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 075

ITEM NO. 90164

ORK *(35 typewriter* e	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER

PROJECT NUMBER: PREFIX LETTER(S) RS- NUMBER B560 SEQ. NO. (1) — I Projects Only: POST MI. DESIG.

COUNTY NAME: Morrow CODE 049

ROUTE NO. S — FEDERAL-AID B560 — STATE Co. Rd. — U.S. ---

PROGRAM STAGE ☐ 1 OR ☐ 2

ORK TYPE	STEP	TERMINI *(Full description)*	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
			0.009	13,000	11,450	950	600 (Co.)	
W								
NST DE) 0		"Willow Creek Bridge Section"	0.009	94,300	83,000	5,650	5,650 (Co.)	ROW-60' normal; Access Control-none; Parking Restrictions-None
CL		PROJECT TOTALS	0.009	107,300	94,450	6,600	6,250 (Co.)	

VAL DATES

REMARKS

over

Willow Creek Bridge Section
Project No. RS-B560(1)

Existing Facility: Bridge No. 10904 - 45 ft. steel girder with steel deck and AC surface with 20 foot roadway (severly damaged by unusually high water runoff).

Adjacent Sections: 20-foot oil surface roadway with 4-foot shoulders.

Project Data: Work under this project consists of the following:

1) Preliminary engineering all phases including utility preparatory work and archeological salvage.
2) Remove existing structure and construct on existing alignment a 45-foot prestressed concrete slab span bridge with 28-foot roadway and approach roadways. Adjustment of utilities as required.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 4-1-4 Requirements:

State Clearinghouse-Exempt from A-95 review under working agreements.

District 12 Clearinghouse-It is our contention that this is a quasi-clearinghouse for if it were fully operational or representative of it's district, or both, it would have a signed working agreement in effect. Furthermore, it is our opinion that A-95 review is not necessary as the work involved is such that it will not adversely affect decisions of the other public works involved activities of concern to the clearinghouse agencies.

FHPM 7-7-2 Requirements: Nonmajor action project under the provisions of paragraph 10e.

FHPM 7-7-5 Requirements: In accordance with the Oregon Action Plan, Federal Regulations and Statutes.

Note: This project is in Congressional District No. 2.

9112

March 21, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

ATTN: Mr. Dave Carter
Area Engineer

FROM: Gerald Wimer C Wimer
Local Government Manager

SUBJECT: FAS-C Spot Restoration Project
Morrow County

A copy of a force order from Morrow County for restoring damage caused by very heavy run off from 1979 winter storms is attached.

Since there appears to be little chance of ER funds for this restoration work the county is requesting the use of FAS-C funds.

The county by separate requests is also asking for the replacement of two bridges in the same general area that were heavily damaged by the same run off.

Your consideration and concurrence in this matter is requested.

HR:pf
Attachment

ORDER FOR FORCE WORK

PERFORMED BY COUNTY FORCES

ORDER NO. 1

F. A. Project No. ______ Date March 12 1979

~~Street~~ FAS Routes B456, B560, B562, Spot Restoration

County Morrow Prefix ______ Account No. ______

Description of work to be done:

Restoration of roadbed and surface on the above routes which is a result of abnormal run-off.

Total Length of affected areas 4.7 miles ±.

Location: Sta. to Sta. or MP to MP

Estimate of quanities and costs:

Labor	$ 6,700
Equipment Rental	4,800
Materials	20,000
Total Est. Cost	$ 31,500

Explanation:

Morrow County is requesting advancement of F.A.S. funds to restore roadbed and surface of FAS Routes which have been damaged severely because of heavy run-off which began February 6. Governor has declared Morrow County as Disaster Area.

County is requesting use of County Forces to make the repairs as they have adequate men and equipment available to start upon approval. The small work areas and scope of the work does not lend its self to Contract.

Submitted by Delwin O. [illegible]
(County) Morrow Co.

Approved ______
(OSHD)

Roger C Lang
Federal Aid Engr.

Approval Recommended
Region Engr.

(Form ER-2b) Attachment #1

Sanford Canyon
1,000' washout
Base, grade & oil surface

List County Crew	**No. Hours**	**Rate**	**Total**
Foreman	16	7.50	120.00✓
Truck Drivers	120	6.84	820.80✓
Laborers			

Fringe Benefits

Included in above rates

List County Equipment	**Size**	**No. Hours**	**Rate**	**Total**
Trucks	6	72	10	720✓
Grader, etc.	#12	16	20	320✓
Roller	9 T	16	10	160✓
Loader	2Y4	16	20	320.✓
Distributor		8	13	104.
Chip Spreader		8	20	160

***List Equipment to be Rented (Outside Equipment)**	**Size**	**No. Hours**	**Rate**	**Total**
Trucks NONE				
Grader				
Cat				

*Include copy of agreement with equipment owner. Is operator included?

List Material	**Quantity**	**Unit Price**	**Total**
Pit Run Base	770	0.50	385
Pit Run Gravels	350	1.00	550
* Oil Rock	170	3.00	510
Liquid Asphalt	6,000 gal	0.36	2160
Frieght	25.5	19.00	484.50

* oil Rock on hand, cost is for replacement

$6,614.30

Attachment #2

(Form ER-2b)

Surface repair, Deoiling Major pavement failures

FAS Routes B560, B456, B562

List County Crew	No. Hours	Rate	Total
Foreman	24	7.50	180.00
Truck Drivers	80	6.84	$472.00
Laborers	8	6.84	54.72

Fringe Benefits

Included in above rates

List County Equipment	Size	No. Hours	Rate	Total
Lowboy w/Tractor		8	[illegible]	[illegible]
Trucks	6 Cu. Yd.	72	[illegible]	[illegible]
Grader, etc.	12	24	[illegible]	450
Roller	8 Ton	24	[illegible]	240
Distributor		24	[illegible]	312
Loader	2 1/2 C.Y.	24	[illegible]	470
Chip spreader		24	[illegible]	[illegible]

*List Equipment to be Rented (Outside Equipment)	Size	No. Hours	Rate	Total
Trucks None				
Grader				
Cat				

*Include copy of agreement with equipment owner. Is operator included?

List Material	Quantity	Unit Price	Total
Liquid Asphalt	[illegible]	[illegible]	$10,300
Frieght	[illegible]	[illegible]	2415
Oiling [illegible]	760 Cu. yd.	[illegible]	2,380

$24,701.48

Attachment #2A

Morrow County 3/12/79

Road surface repair Summary

FAS B456

from Jct. Rd. 523, 1/4 mile west, 20' wide, surface restoration

FAS B560

Ione - Gooseberry

3 miles ± south of Ione (top of hill), 1/2 mile long, 20' wide surface restoration.

1 mile± south of Rd 576, 1/2 mile long, 20' wide, surface restoration

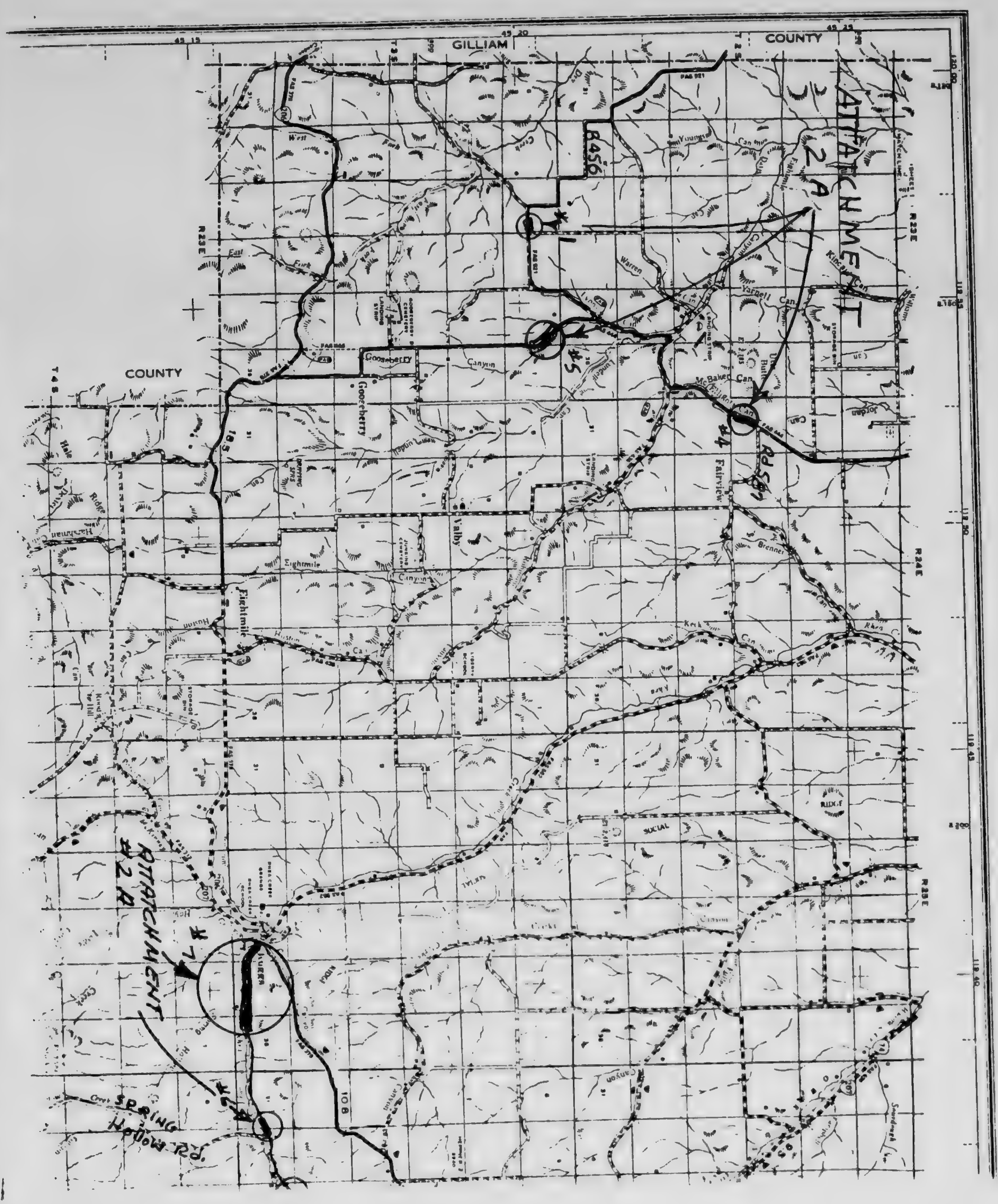
at Jct. 587, 1 mile± south down Rattlesnake Canyon, 20' wide, surface restoration.

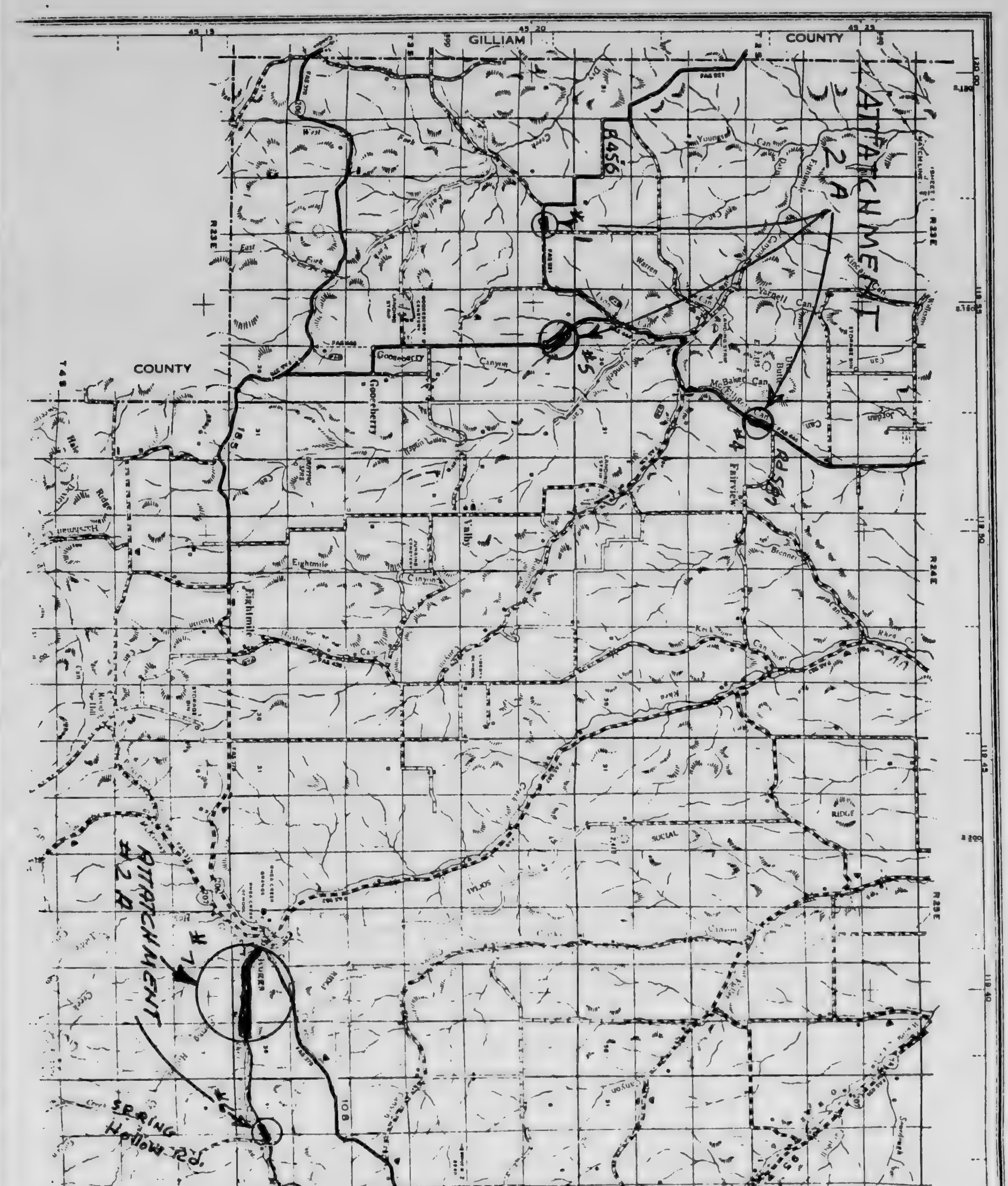
1/2 mile± south of Jct. FAS B456, 1/2 mile, 20' wide, surface restoration, shoulder repair one side

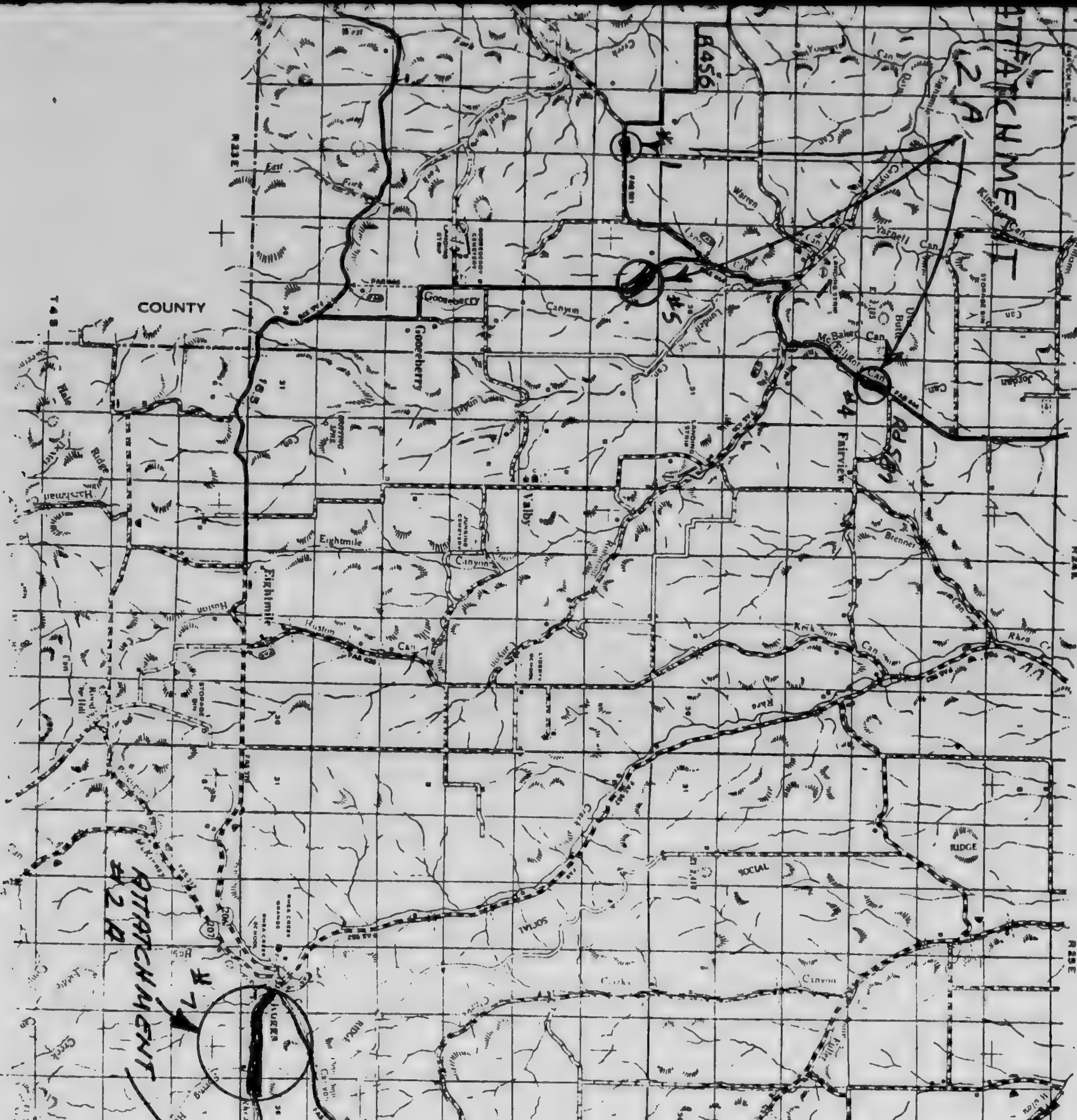
B562

from Spring Hollow Rd, 1/4 mile west, 20' wide, surface restoration.

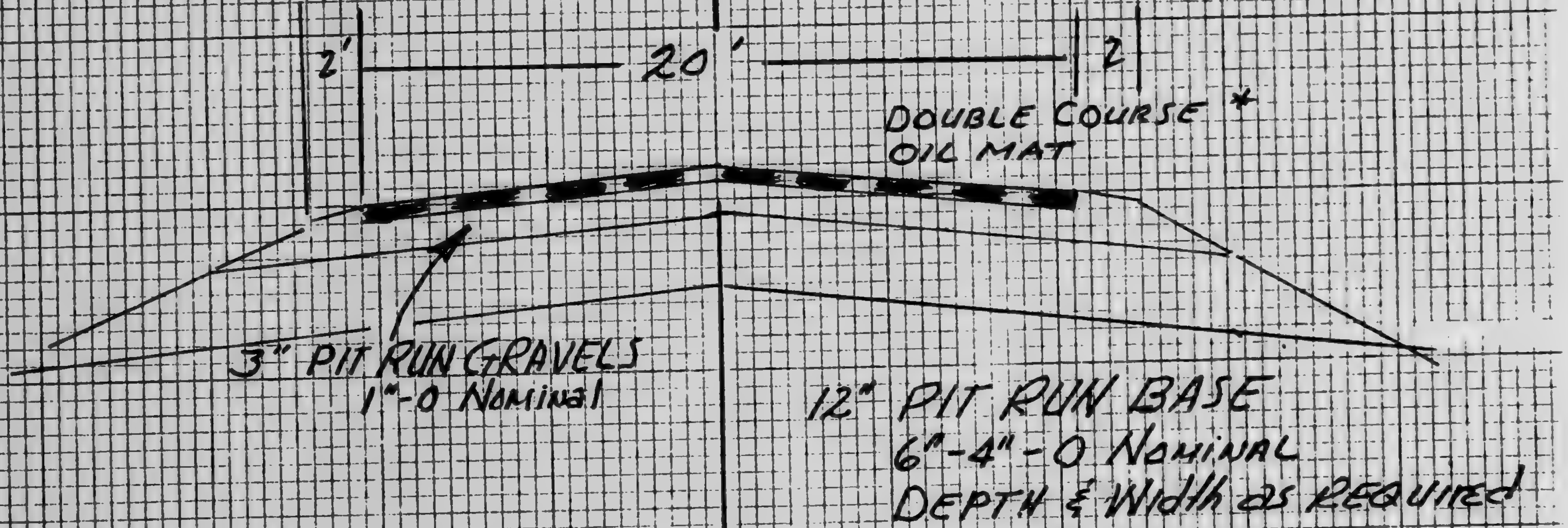
From Ruggs east 1 1/2 miles, some shoulder restoration, 20' wide (nominal) surface restoration


GILLIAM
COUNTY
COUNTY
R23E
R24E
R23E
R25E
ATTACHMENT 2A
ATTACHMENT #2A
#1
#5
#4
#7
#6
R456
Rd 569
SPRING Hollow Rd.
Gooseberry
Canyon
Eightmile
Valby
Fairview
McBaker Can
Warren
Brenner
Social
Ridge
Willow Creek
Rhea
Jordan
Yarnell Can
Kinzua Can
206
108


GILLIAM COUNTY
COUNTY
ATTACHMENT 2A
ATTACHMENT #2A
#1
#2
#3
#4
#5
ATTAC
SPRING Hollow Rd.
Rd 584
8456
Gooseberry
Gooseberry Canyon
Eightmile
Eightmile Canyon
Fairview
Youngs Can
Warren
Yarnell Can
McBaker Can
Kinzua Can
Brenner
Valby
Hale Ridge
Dutton Can
Shuttler Cr
SOCIAL
RIDGE
108
R23E
R24E
R25E
R26E
T4S
T3S


ATTACHMENT #2A
ATTACHMENT #2A
ATTACHMENT #1
#1
#4
#5
#6
#7
SPRING Hollow Rd.
COUNTY
HEPPNER
Gooseberry
Eightmile
Valby
Fairview
Social
Ridge
R25E
R26E
R456

MORROW COUNTY
Proposed Typical Section
Restoration of Roads
C.F.O. #1


2'
20'
2
DOUBLE COURSE *
OIL MAT
3" PIT RUN GRAVELS
1"-0 Nominal
12" PIT RUN BASE
6"-4"-0 Nominal
DEPTH & Width as REQUIRED

*Note: Surface restoration
areas will incorporate
broken surface into
Roadbed section -
Double oil Mat only
in these areas

MATTHEW P. DOHERTY
Superintendent

JOHN EDMUNDSON
Assistant to the
Superintendent

1112

Morrow County School District
P. O. BOX 368
LEXINGTON, OREGON 97839

Telephone 989-8123
Area Code 503

March 20, 1979

TO: JUDGE D.O. NELSON
MORROW COUNTY COURTHOUSE
HEPPNER, OREGON 97836

FROM: MATT DOHERTY, SUPERINTENDENT
MORROW COUNTY SCHOOL DISTRICT
LEXINGTON, OREGON 97839

At the regular board meeting on Monday, March 19, 1979 the Morrow County School Board considered the closure and removal of the Willow Creek Bridge in Ione and the possible effect on the school. The Board decided that there were some advantages to the district in the closure which probably would outweigh the loss of direct access to a small parcel of school property.

The Board unanimously agreed to support the City of Ione and the County in pursuit of closing this bridge.

A few areas still remain hazy such as what happens to the existing road. I would like to discuss this further with you.

City of Ione
Ione, Oregon 97843
March 22, 1979

Morrow County Court
Morrow County Court House
Heppner, Oregon 97836

Dear Sirs:

As you know from our recent conversations it is the general desire of the people of Ione and the surrounding area to see the Willow Creek Bridge moved to a more desirable location.

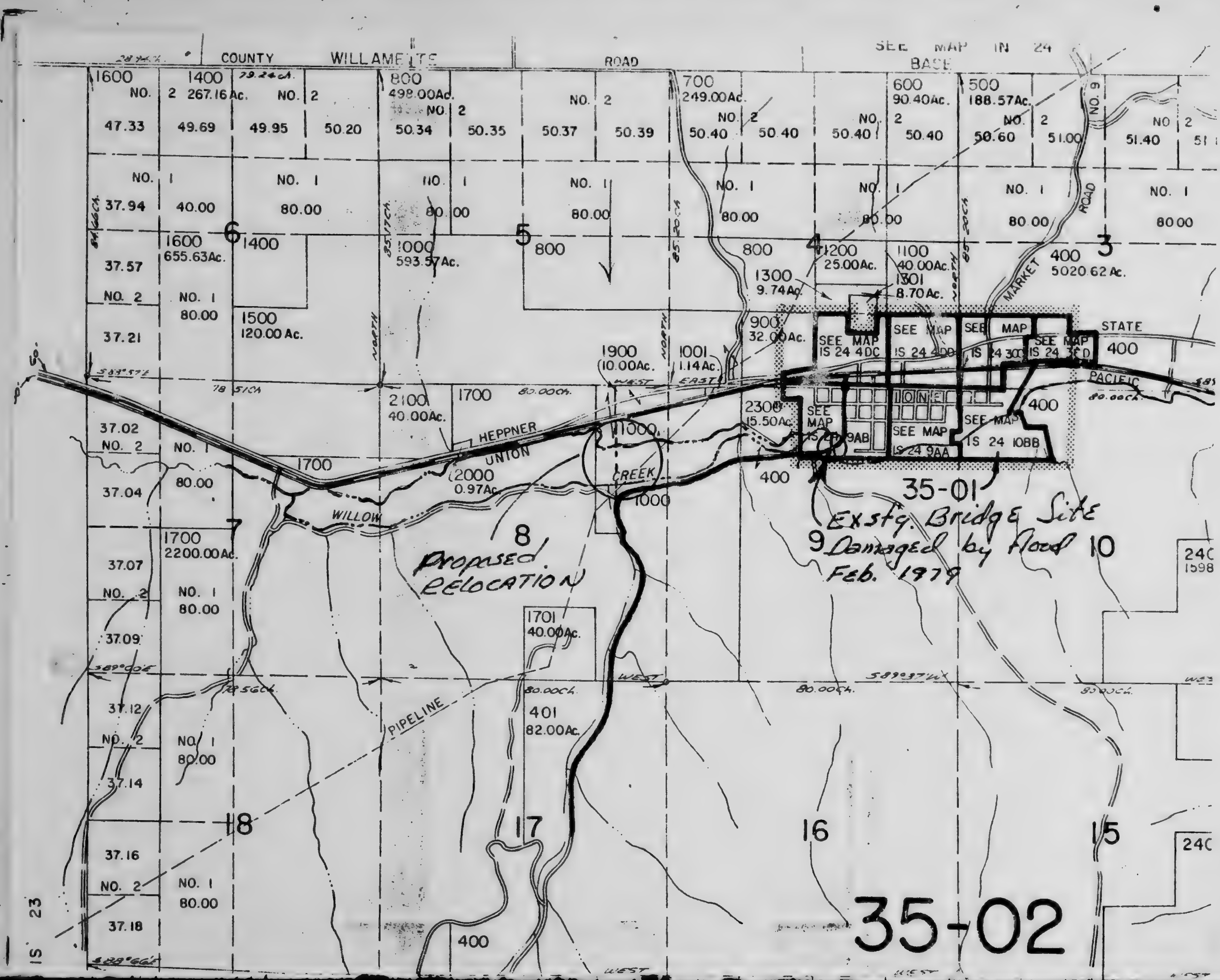
A concern of the City Council is the flood hazard. It is our feeling that even though channel work will be done this Summer, the bridge will still act as a bottleneck and cause the water to back up.

As the road runs now it goes next to and through part of the school area. There has been an increase in traffic, especially truck traffic, causing a serious hazard to the students. The traffic noise is also distracting during school hours.

Most people living South of Ione can tell you of the high number of accidents that have accured on or between the right angle turn at the bottom of the grade to the bridge. Some of these accidents have been quite serious. The road is in the shade of the hill and is slick most of the Winter or anytime it is frosty.

Delbert (Slim) Emerts' corrals are also along this stretch of road. Anytime he works cows in this area the extra vehicles parked along the road and the moving of cows back and forth across the road cause an extreme danger. Due to the humps and corners it is hard to see until you are right on top of the situation.

A big fear to all who drive the Gooseberry Grade is loosing ones brakes. It is possiblo most could manage to stay on the road until they reach the bottom of the grade, but then comes the 25 mph corner. There is just no way of making that turn without an accident and possible lose of life.


COUNTY WILLAMETTE ROAD
SEE MAP IN 24 BASE
1600
1400 267.16 Ac.
800 498.00 Ac.
700 249.00 Ac.
600 90.40 Ac.
500 188.57 Ac.
1600 655.63 Ac.
1000 593.57 Ac.
1500 120.00 Ac.
1200 25.00 Ac.
1100 40.00 Ac.
1300 9.74 Ac.
1301 8.70 Ac.
400 5020.62 Ac.
900 32.00 Ac.
1900 10.00 Ac.
1001 1.14 Ac.
2100 40.00 Ac.
2000 0.97 Ac.
2300 15.50 Ac.
1700 2200.00 Ac.
1701 40.00 Ac.
401 82.00 Ac.
SEE MAP IS 24 4DC
SEE MAP IS 24 4DD
SEE MAP IS 24 3CC
SEE MAP IS 24 3CD
SEE MAP IS 24 9AB
SEE MAP IS 24 9AA
SEE MAP IS 24 10BB
IONE
HEPPNER
UNION
PACIFIC
STATE
MARKET ROAD NO. 9
WILLOW CREEK
PIPELINE
6
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IS 23
240 1598
35-01
Exstg. Bridge Site Damaged by Flood Feb. 1979
Proposed RELOCATION
35-02

DONALD C. J. McELLIGOTT
PH. 422-7156

C. R. McELLIGOTT
PH. 422-7228

McELLIGOTT BROS.
IONE, OREGON 97843

March 18, 1979

Judge D. O. Nelson
Morrow Co. Court
Heppner, Oregon 97836

Dear Sir:

I am writing to request that the Ione - Gooseberry road be oil matted from the 90° turn north to the Ladd property directly south to the state highway.

This is a preliminary question to [illegible] this when the bridge at the [illegible] must be [illegible]. [illegible] the road [illegible] of [illegible] bridge is the [illegible] and [illegible] the [illegible] of the [illegible] and [illegible] the road of the Ladd [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible]. There is no average of a speed of your [illegible] and near misses [illegible] accident.

The removal of the [illegible] bridge should also be to the advantage of the school. With a through street at the city limits the inbound traffic doesn't get slowed to a legal speed until it is almost to the grade school and the out-bound traffic starts accelerating about the same place. During the years I was on the board we had hoped to have the road relocated.

The road and bridge was OK in 1922 when half the traffic was wagons but it is a disgrace in 1979. [illegible] [illegible] Gill + [illegible] Excellent [illegible] for a good year!

Yours Truly

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
La Grande, Oregon
March 13, 1979

FILE:

FROM: Roger C Lang
Roger C. Lang
Region Federal Aid Engineer

SUBJECT: Flood Damage
February 1979
Morrow County

TO: Gerald Wimer, Manager
Local Government Section

SALEM

As you know, Morrow County has experienced severe damage to their road system due to heavy run off which began on February 6, 1979. (Judge Nelson petitioned Governor Ateyeh to declare Morrow County a disaster area because of the severe economic impact on the taxpayers of Morrow County. Although the Governor did declare Morrow County a disaster area, the Federal Government did not recognize the request and no Emergency Relief Funds were made available for restoration work.)

As an alternative, the Morrow County Court has requested the Association of Oregon Counties to authorize advancement of approximately $232,400 of FAS funds to replace damaged bridges and restore surfacing of the FAS system. Enclosed are project applications and C.F.O. request for the following projects:

Eightmile Creek (Rhea Creek Junction) Bridge Section. FAS B560 Current situation: The existing bridge is heavily damaged, the easterly bent has settled severely with the westerly bent undermined, the down stream side of the bridge suffered the most damage. Pit run base and gravels have been placed on the easterly approach in order to get over the bridge. The bridge remains in service but is limited to one way traffic. Reflectorized guide posts and warning signs have been placed to warn motorists of the hazard.

> Recommendation: It is proposed a 40' x 28' structure be placed in this location in order to accommodate run off of comparable magnitude. Total estimated cost $96,600.

Willow Creek (Ione) Bridge Section. FAS B560 Current situation: The 10' steel deck beams have been bent down stream by as much as 1 1/2 feet. The easterly approach was severely erroded during the peak run off, high water levels did not allow detailed inspection of this bent but it is very apparent the wing walls on this structure are not designed properly to channel the waters through the structure. Also, the bridge does not allow proper opening to contain water. The bridge remains in service but does not have hand rails. The washout on the easterly approach has been filled with pit run rock.

Recommendation. It is recommended this structure be replaced and the channel be enlarged through the roadway section to 45' ± in order to allow proper opening. Total estimated cost $104,300.

County Force Order Number 1. Current situation: Approximately 4 1/2 miles of oiled surface have been severely damaged by washout and breakup. These items are limited to a 1,000' washout in Sanford Canyon, FAS B562, and surface damage limited to lengths over 1/4 mile on routes B456, B560 and B562. Total estimated cost $31,500.

It is felt this Force Order should be approved as immediate attention is necessary for the traveling public. Also, the limited scope of the project does not appear to be suited for Contract.

Also, Morrow County had requested replacement of a small bridge on Blackhorse Creek at the Doughtery Ranch southeast of Lexington with a structure plate arch culvert.

I checked with Mr. Hossner of FHWA for possible use of Highway Bridge Replacement Funds for this project and was informed the project was ineligible for funding as the structure did not meet the definition of a bridge, must be 20' in length. By copy of this letter I am returning the application to the County.

Authority for Surveys for the two bridge projects and State Force Order for monitoring the County's work are enclosed in the event the projects are approved.

RCL:vt
Enc.
cc: Judge Nelson w/attach
Bill Penhollow
H. N. Van Cleave w/attach

9112

Form 81-734-1105

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contract No. ....

Order No. 1

Section Spot Restoration of Surface Date March 13, 1979

Highway FAS Routes B456, B560 and B562 F.A.P. No. ....

County Morrow Prefix .... Account No. ....

Description of Work To Be Done:

Monitor work performed by County.

Location by Station Numbers:

Various locations as shown on inventory and sketch map.

Estimate of Quantities and Costs:

Labor and Equipment	$3,150

Explanation:

Work performed under County Force Order No. 1.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization . . . . $..........

Present estimate of project cost, including $.......... for work under this order $..........

Expected under-run / over-run (amount) . . . . . . $..........

Expected under-run / over-run (per cent) . . . .

Space to right of this line is for use of Salem Office

Submitted by: Roger C Lang
Region Federal Aid Engineer
Resident Engineer

Approval Recommended: ....
For: Construction Engineer or Bridge Engineer

Approval Recommended: ....
Regional Engineer

Approved: ....
Construction Engineer

Form [illegible]-2039

9112

WCB 201

1+ 12

Back Cy

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Willow Creek Bridge
Highway FAS B560 Ione-Gooseberry Road
County MORROW

Date March 13 1979
Authorization No. 1
Survey Prefix 525-1965
(Assigned by Salem office)

Description of termini, route, length, etc.:

Near southerly City limits of Ione at crossing of Willow Creek.

☐ RE ☐ RCE ☐ RME ☐ ROE

☒ RFA APR 19 1979 ☐

RECEIVED
REGION 5 OFFICE

Bridge design at no cost to County.

Needs seperate prefix for proper Accounting — NO FAS-C OR County match needed for Br. Design
RCL

Approved by Coulter
3-19-79

AD 620

Purpose of survey:

Prepare plans, specifications and estimate of cost.

RS-B560(1)
4-12-79

Estimate of cost:

Field Survey	901	3,800
Final Design	905	1,000
~~Bridge Design~~	~~906~~	~~3,000~~
Liason	913	200
Utility	914	250
Location & Hyd.	918	1,000
Specifications	921	750
Foundation Expl.	926	3,000

No, FREE Br. Design — should be under prefix other than survey

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ ~~13,000~~ 10,000
Previous authorization . . . .
Additional authorization requested . . . .
Additional authorization approved (Salem) .
Total all authorizations approved (Salem) . .

Requests made by:
Roger C Lange
Region Federal Aid Engineer Field Engineer

Recommended for Approval:
Regional Engineer

Recommended for Approval:
Frank E. Terpin
Location Engineer

Approved:
Assistant State Highway Engineer

SP*12760-734

Hoagland
Kendrick
VanCleave

Cy F. E. Terpin
Gerald Wiener
Region

1112

MORROW COUNTY COURT

Heppner, Oregon 97836

DELWIN O. NELSON, Judge
Heppner, Oregon
WARREN H. McCOY, Commissioner
Irrigon, Oregon
HOMER W. HUGHES, Commissioner
Lexington, Oregon

March 12, 1979

☐ RE ☐ RCE ☐ RME ☐ ROE
Larry ☐ RFA MAR 15 1979 ☐
RECEIVED
REGION 5 OFFICE
cy Region 3-15

Mr. Bill Penhollow
Executive Assistant
Association of Oregon Counties
P. O. Box 12729
Salem, OR 97309

Dear Bill,

We in Morrow County have had severe damage done to our county roads and bridges by a severe runoff due to rain and melting conditions that started about February 6, 1979.

We request F.A.S. funds in the approximate amount of $31,500 for the restoration of 4.7 miles of roadway surface and washout. We request permission to do the work with our own crews because of the time element, and because of the work location. We would have to pay a contractor more to move from one job to the other than to do the work itself.

Eightmile Cr.
$96,600
Willow Cr.
$104,300

We also request funds in the amount of $200,900 for replacement of the Willow Creek (Ione) bridge which has been severely damaged by the runoff of February 6th.

In addition, we request your support for use of Highway Bridge Replacement Funds in order to replace the Blackhorse Creek (Doherty Ranch) bridge which was washed out at the same time. The estimated cost of replacing this bridge is $24,000.

We thank you for your consideration.

Sincerely,

Delwin O. Nelson
Delwin O. Nelson, Judge
MORROW COUNTY COURT

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE FAE ☐ OPE ☐
MAR 19 1979
File: PM FA
FAA LG OP

DON:ag

cy Gerald Wimer

7/12

FEDERAL AID PROJECT REQUEST

Date March 6, 1979

Applicant Agency Morrow County

Request for: Off-System ____, FAS-C X, FAUS ____ Project

Federal Aid Route No. B 560 Route Name Ione-Gooseberry

Project Name Willow Creek (Ione) Bridge Sec.

Project Length 0.2 mi + Project Location (Attach sketch map)

Project Description Construct prestressed reinforced concret slab span bridge

Average Daily Traffic ____ Design Speed 25

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 28' Travel Lanes 2-10 Shoulders 2-4

Medians None Parking None

Sidewalks None

Remarks ____

2. Desired Roadway Cross Section: (Attach sketch)

Width 28' Travel Lanes 2-10 Shoulders 2-4

Medians none Parking none

Curbed no Length Curb Radii N/A

Sidewalk/Bikeway yes

Remarks 4' sidewoalk/bike path to be on left shoulder

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60' Minimum ____ Maximum ____

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?

Yes ____ No X

3. Will additional right-of-way be needed? Yes X No ____

If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No ____

Remarks Anticipated construction easement will be obtained by County at no cost

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

2. **Proposed Signalization:**

Location None

Type

Phases

Type of Suspension

Interconnected

Remarks

3. **Permanent Signing:**

Include in project or by applicant? Adequate signing

4. **Permanent Striping:**

Include in project or by applicant? Applicant

IV. ILLUMINATION DATA

1. **Existing Illumination and Location:**

None

2. **Proposed Illumination:**

Location None

Type

Remarks

V. STRUCTURE DATA

1. **Existing Structure:**

Location Willow Creek Br. No. 10904

Type Steel girder, steel deck Ac weaving surface

Approach Roadway Width 28' Shoulder Width 4'

Length 10' 45 Width 20'

To remain in place? No

2. **Proposed Structure:**

Location Willow Creek

Approximate Size: Length 45 Width 28

Are sidewalk/bikeways desired: Yes - Left side of structure

Are any utilities to be attached to structure? Telephone cable.

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? No

Remarks This structure damaged severely during spring run-off

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ______ No X

   Name of Railroad ______

   Existing Crossing Protection ______

2. Will existing railroad crossing be altered? ______

   Remarks ______

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1.	Citizen Involvement	D. O. Nelson, County Judge Office
2.	Environmental	D. O. Nelson, County Judge Office
3.	Public Hearing	D. O. Nelson, County Judge Office

Remarks This project has top priority of County. Steel girders of bridge have been severely distorted. Temporary repairs have been made. Cooperation of all agencies is requested.

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant ______ State X Consultant ______

2. Project construction engineering to be performed by:

Applicant________ State X Consultant________

3. Will applicant perform any work prior to or after award of contract?

Yes________ No X

If "yes," describe briefly:

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 20,000
Right-of-way costs (if participating)	
Traffic control	
Illumination	
Structures	74,300
Railroad	
Other	
Preliminary engineering	10,000
PROJECT TOTAL	$ 104,300

Remarks County requests bridge design at no cost. Also requests A.O.C. allocation formula be waived in order to replace this structure which was damaged severely during spring run-off.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

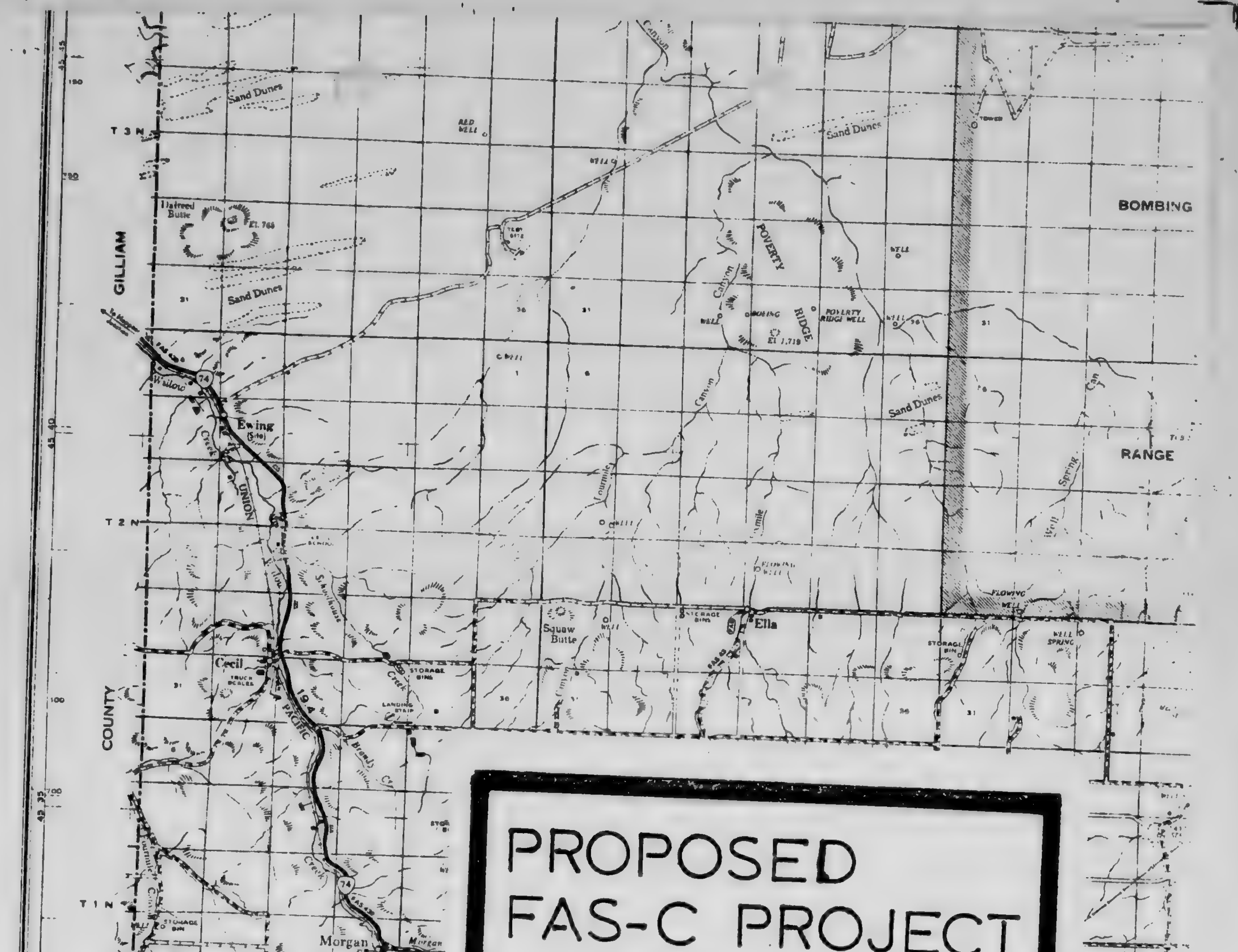
CITY OF ________ and/or Morrow COUNTY

By________ By [illegible] L. Nelson

By________ By [illegible] Hughes

By________

(1976)



PROPOSED
FAS-C PROJECT

GILLIAM
COUNTY
GILLIAM
BOMBING
RANGE
T 3 N
T 2 N
T 1 N
T 1 S
Sand Dunes
Sand Dunes
Sand Dunes
Sand Dunes
Dalreed Butte
POVERTY RIDGE
Willow Creek
Ewing
Cecil
UNION PACIFIC
Squaw Butte
Ella
Morgan
Horseshoe Bend
WILLAMETTE
BASE
LINE
Saddle Butte
McNab
IONE
Jordan
Jordan Butte
LEX
74
19
R23E
R24E
R25E

1980 Court Way W.-Jackson St. 9113
W. (Monmouth) Sec. of FAU
Rt. 6685. (Gr. & pav.)

C&A 6789 12-8-78

7/13

HIGHWAY DIVISION INVOICE

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

INVOICE NUMBER	DATE	YOUR ORDER NUMBER	BILLING REQ. NUMBER
136134	1/19/83		CA 912

CODE: MONMOUT

- CITY OF MONMOUTH
- CITY HALL
- MONMOUTH OR 97361

PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT
	324	02			1,616.13
327-1959	296	00	000		73.99
327-1093	296	00	000		1,542.14
327-1093	295	00	000		(1,542.14)
327-1959	295	00	000		(73.99)

DESCRIPTION	TOTAL PRICE
FINAL SETTLEMENT ON M-6685(1), COURT WAY-JACKSON ST, MONMOUTH AVE.	
TOTAL PROJECT COST	236,517.22
LESS: FEDERAL PARTICIPATION	(207,807.01)
LESS: STATE SHARE OF PROJECT	(14,279.08)
LESS: ADVANCE DEPOSIT	
LESS: CITY OF MONMOUTH	(11,600.00)
LESS: OREGON COLLEGE OF EDUCATION	(1,215.00)
	1,616.13

110.00

IF YOU HAVE QUESTIONS ON THIS INVOICE, PLEASE CONTACT:

GARY ZEHNER PH: 1-800-452-7813 EXT. 8-6514 FOR CORRECTNESS OF CHARGES

OR DIANE GALIDA PH: 1-800-452-7813 EXT. 8-5035 PREPARER OF INVOICE

↑ FOLD

734-1150 (7-81)

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING
(OR ADVANCE DEPOSIT TRANSFER)

INVOICE NUMBER

DATE 1-4-82	PURCHASE ORDER NUMBER	☐ PARTIAL ☑ FINAL	PRIOR REQUEST NUMBER	BILLING REQUEST NUMBER CA 912

CODE

BILL TO:

City of Monmouth
City Hall
Monmouth, Oregon 97361

CREDIT DISTRIBUTION
324.02

327-1959-296-00-000	73.99
327-1093 296-00-000	1542.14
327-1093-295-00-000	<1,542.14>
327-1959-~~29~~ 295-00-000	<73.99>

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)

Final Settlement on M-6685(1), Court Way - Jackson St., Monmouth Ave.

	TOTAL
Total Project Cost	$ 236,517.22
Less Federal Participation	-207,807.01
Less State Share of Project	-14,279.08
Less Advance Deposit	
City of Monmouth	- 11,600.00
Oregon College of Education	- 1,215.00

IF YOU HAVE QUESTIONS ON THIS INVOICE, PLEASE CONTACT:
Gary Zehner PH: 1-800-452-7813 86514 FOR CORRECTNESS OF CHARGES
OR Diane Galida PH: 1-800-452-7813 85035 PREPARER OF INVOICE
MONMOUTH 002631

Advance Deposit Amount	$ 11600.00
Advance Deposit Previously Transferred to Highway Fund	$ 10,000.00
Balance	$ 1,600.00
Transfer to Highway Fund	$ 1,600.00
Refund Due	$ -0-

AMOUNT DUE $ 1,616.13

SUBMITTED BY
Diane Galida

APPROVED BY
V. E. [illegible]

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING
(OR ADVANCE DEPOSIT TRANSFER)

INVOICE NUMBER

DATE 1-3-82	PURCHASE ORDER NUMBER	☐ PARTIAL ☒ FINAL	PRIOR REQUEST NUMBER	BILLING REQUEST NUMBER CA 911

CODE

BILL TO:

City of Monmouth
City Hall
Monmouth, Oregon 97361

CREDIT DISTRIBUTION

324.02

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	TOTAL
Final Settlement on M-6685(1), Court Way Jackson St. Monmouth Ave.	

IF YOU HAVE QUESTIONS ON THIS INVOICE, PLEASE CONTACT:
~~[illegible]~~ PH: ______ FOR CORRECTNESS OF CHARGES
OR ~~[illegible]~~ PH: ______ PREPARER OF INVOICE

ORCOLED #002165

Advance Deposit Amount	$ 1215.00
Advance Deposit Previously Transferred to Highway Fund	$ 1,015.00
Balance	$ 200.00
Transfer to Highway Fund	$ 200.00
Refund Due	$ -0-

AMOUNT DUE $ -0-

SUBMITTED BY
Diane Dilida

APPROVED BY
V. E. Skoog

[illegible] [illegible]

ROAD DESIGN SECTION 378-6558

DES 16

C. O. Fredrickson
Region 2 Engineer, SALEM

December 7, 1982

W. H. Wakerlig
Right of Way Descriptions Supervisor

Court Way-Jackson St. (Monmouth) Section
Monmouth Ave. North
Polk County

Versteeg
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
DEC 07 1982
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up /
Action

We are forwarding herewith a reproducible map (10C-51-7) covering the subject survey for your verification, narrative, professional seal, signature and submittal to the county per ORS 209.250.

The narrative shall explain the purpose of the survey, the basis on which lines were established and which found monuments and deed elements controlled the lines established or reestablished.

If, the narrative is a separate document, the narrative and the map should be referenced to each other and the narrative should contain additional information as follows:

1. Location of survey by ¼ Section, Donation Land Claim, Township and Range.
2. Date of Survey.
3. Surveyor's Seal.
4. Surveyor's business name and address.

By:

Arthur L. Dean
Sr. Design Draftsman

ALD:rlr
Attachment

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: 11/5/82

CITY: MONMOUTH AGREEMENT NO: 6789 PROJECT NO: M-6685(1)

CONTRACT NO: 9113 SECTION: Court Way-Jackson St.,Monmouth Ave.

PRELIMINARY ENGINEERING (Prefix No. 327-1959):

Resident Engineer	$ 7,875.26
Final Design	4,374.05
R/W Descriptions	1,397.10
Soils & Geology	1,619.75
Signing	914.58
R/W Liaison	17.45
Utility Liaison	231.26
Audit Expense	4.80
Reconnaissance & Hydrology	16.20
Project Management	141.59
Specifications	1,133.12
Administrative Services	35.44
Environmental Section	355.90
TOTAL P.E.	$ 18,116.50
Less Federal Funds	-15,538.52
AMOUNT TO BE SHARED	$ 2,577.98

State Share PE: 50% of $2,577.98 = $1,288.99
City Share PE: 50% of $2,577.98 = 1,288.99

CONSTRUCTION (Prefix No. 327-1093):

Payment to Contractor		$193,462.88
Interest Paid Contractor		152.06
SFO #1 Permanent Striping		797.82
SFO #2 Relocate Water Facility		620.68
Construction Engineering		23,114.36
Project Management		86.86
Construction Section		166.06
TOTAL CONST.		$218,400.72
Less Federal Funds		-192,268.49
BALANCE		$ 26,132.23
Less Non-Participating Costs:		
Interest Paid Contractor	$152.06	
Construction Engineering	207.73	-359.79
AMOUNT TO BE SHARED		$ 25,772.44

State Share Const.: 50% of ($25,772.44 + $207.73) = $12,990.09

City Share Const.: 50% of ($25,772.44 + $207.73) + $152.06 = $13,142.14

SUMMARY

City Share PE	$ 1,288.99	
Less PE Adv.Dep.(W.O.S.C.)	- 1,215.00	
PE AMOUNT DUE FROM CITY =		$ 73.99
City Share Const.	$13,142.14	
Less City Advance Deposit	-11,600.00	
CONST. AMOUNT DUE FROM CITY =		$1,542.14
TOTAL AMOUNT DUE FROM CITY =		$1,616.13

7115

(MEMORANDUM)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

8-13-82

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Bldg
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE

Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

☐ OTHER PROGRESS

☒ Post FINAL VOUCHER (*)

VOUCHER PERIOD

FROM 10/23/78

TO 4/30/81

FEDERAL AID PROJECT NO.

M-6685(1)

(*) *Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).*

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$ 18,116.50 11,096.40 207,304.32	$ 18,116.50 11,064.47 206,976.46	85.77% 88.18% 88.18%	$ 15,538.52 9,756.65 182,511.84	$ 15,538.52 9,756.65 182,511.84	$ 0.00 0.00 0.00
$236,517.22	$236,157.43		$207,807.01	$207,807.01	$ 0.00

RECEIVED DIVISION OFFICE		DIVISION OFFICE REVIEW MADE		PASSED FOR PAYMENT	
BY	DATE	BY	DATE	BY	DATE

REMARKS Oregon

8/13/82 V.E. Skoog, Controller

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Court Way W.-Jackson St. W. (Monmouth)Section					
	City Street (Monmouth) Polk County					
	Preliminary Engineering					
	Type Code P.E.	All	Required		$ 22,186.95	
	Construction					
	Type Code 6201					
	Roadway (Sta. 1020+40 To Sta. 1033+33)					
	Final Contract Payment Summary	Lump	Sum		193,462.88	
SFO	#1 Permanent Pavement Striping (State)	All	Required		797.82	
SFO	#2 Relocate water facility (City of Monmouth)	All	Required		620.68	
	Total Participating Construction				$194,881.38	
	Construction Engineering					
	State	All	Required		19,089.10	
	Total Participating Costs				$236,157.43	
	Nonparticipating Cost					
	Interest on Final Payments	All	Required		$ 152.06	
	Construction Engineering	All	Required		207.73	
	Total Nonparticipating Cost				$ 359.79	
	Total Project Cost				$236,517.22	
	Prepared based on Participating Costs as shown on Federal Billing as of 6/30/82.					
	AMOUNT CARRIED FORWARD . .					

```
                                  [illegible] [illegible]  [illegible]   [illegible] P 1
                                  327  1957   [illegible]    [illegible] P 1
                                  327  1957   [illegible]    [illegible] P 1
                                  327  1957   [illegible]    00 P 1                                              40 [illegible]
                                              TOT            P1
                                              TOT            N1
                                           ** JOB TOTALS **                         **              **          40 [illegible]  **

                                                                                                                      STATE
 COUNT WAY-JACKSON ST(MONMOUTH CONT NO 0000 * FA PROJ NOS H   685001 100
                                  327  1959   296            00 N 9                 3,491 23            16 [illegible] FER
                                  327  1959   [illegible]    00 N 9                 3,491 23 R          1[illegible]
                                  327  1959   [illegible]    00 N 9                                     [illegible]
                                  327  1959   901            00 P 1 Res. Engr                           [illegible]
                                  327  1959   905            00 P 1 Fin. Des.                           1,[illegible]
                                  327  1959   909            00 P 1 R/W Des.                            1,[illegible] 25
                                  327  1959   910            00 P 1 S&G                                  91[illegible] 58
                                  327  1959   911            00 P 1 Signing
```

```
                                                                             AUGUST 1982        PAGE  748
 TOTAL TO DATE JOB COST SUMMARY
                                                                                FISCAL          GRAND TOTAL
 DESCRIPTION OF JOB OR DEPARTMENT     PREFIX      FUNCTION   GR  CURRENT MONTH  YEAR TO DATE     TO DATE
                                  327  1959   913            00 P 1                             [illegible]
                                  327  1959   914            00 P 1                             [illegible]
                                  327  1959   915            00 P 1                             [illegible]
                                  327  1959   918            00 P 1                             [illegible]
                                  327  1959   920            00 P 1                             1,1[illegible]
                                  327  1959   921            00 P 1                             [illegible]
                                  327  1959   922            00 P 1                             [illegible]
                                  327  1959   923            00 P 1                             18,116 50
                                              TOT            P1
                                           ** JOB TOTALS **                 **              **  18,116 50  **

                                                                                                      STATE
   SPTC RR XING-MAIN ST-DALLAS   CONT NO     * FA PROJ NOS RRS 051001 100
                                  327  1963   901            00 N 1                                72 27
                                  327  1963   905            00 N 1                                51 68
                                              TOT            N1                                   123 95
                                           ** JOB TOTALS **                 **              **    123 95  **

                                                                                                      STATE
   ASH CR(GUN CLUB RD) BR        CONT NO      FA PROJ NOS BROS702001 100
                                  327  1982   295            00 N 9                             3,[illegible]
                                  327  1982   296            00 N 9               81 98 R       1[illegible] R.
                                  327  1982   298            00 N 9               81 98         [illegible]
                                  327  1982   901            00 P 1                             [illegible]
                                  327  [illegible] [illegible] [illegible] P 1  1,[illegible]  1,[illegible]  1[illegible]
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                        326  1089   9[illegible]   00 P 1
                        326  1089   9[illegible]   00 P 1
                        326  1089   948            00 P 1
                                    TOT               P1        79,873 20CR     [illegible]        9[illegible]
                                    TOT               N1                                           [illegible]
                                 ** JOB TOTALS **               79,873.20CR**   [illegible]        7[illegible].18  **

                                                                                            M [illegible] 15 STATE
COURT WAY W JACKSON ST W   CONT NO 9113 & FA PROJ NOS M   685001  90
                        327  1093   201            00 P 1 Fay Cont                          18[illegible]          [illegible]  81
                        327  1093   201            00 P 8  "    "                           8[illegible]                        81
                        327  1093   206            00 N 1 Interest                          [illegible]            [illegible]  81
                        327  1093   206            00 N 8  "                                [illegible]            [illegible]  81
                        327  1093   270            01 P 1 SFO#1                             [illegible]            81           81
                        327  1093   285            02 P 1 SFO#2                             10.[illegible]         81           81
                        327  1093   295            00 N 9 Tr. City                          2[illegible]R          [illegible]  81
                        327  1093   296            00 N 9  "  St.                           19[illegible]          [illegible]  81
                        327  1093   298            00 N 9  "  Fed.                          20,[illegible]24       80           81
                        327  1093   900            00 P 1 Const. Engr.                      2,2[illegible]3.38     80           81
                        327  1093   900            00 P 8  "
```

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                                                                       AUGUST 1982          PAGE  269
TOTAL TO DATE JOB COST SUMMARY
                                                                          FISCAL            GRAND TOTAL          ACTIVE  IPS
DESCRIPTION OF JOB OR DEPARTMENT     PREFIX      FUNCTION  GR  CURRENT MONTH  YEAR TO DATE       TO DATE             BEG     END
                                  327   1093      900      00 N 1 Const. Engr.               [illegible]        [illegible]  81
                                  327   1093      900      00 N 8                            7[illegible].17    [illegible]  81
                                  327   1093      920      00 P 1 [illegible]                [illegible]        [illegible]  81
                                  327   1093      920      00 P 8                            14[illegible]      81           81
                                  327   1093      945      00 P 1 Const. Sec                 1[illegible]       81           81
                                  327   1093      945      00 P 8                            4[illegible]1      81           81
                                  327   1093      948      00 P 1 Const. Engr.               [illegible]48      81           81
                                  327   1093      948      00 N 1
                                                  TOT         P1                             206,976 46
                                                  TOT         P8                             11,0[illegible]47
                                                  TOT         N1                             3[illegible]7.86
                                                  TOT         N8                             31.93
                                               ** JOB TOTALS **              **          **  218,400.72  **

                                                                                   M  120001  05 STATE
ROWELL ST-LA CREOLE DR          CONT NO 9239   FA PROJ NOS M   120001   95
                                  327   1097      201      00 P 1                            480,5[illegible]25     81           82
                                  327   1097      201      00 P 8                            27,[illegible]         81           82
                                  327   1097      201      00 N 1                            1,[illegible]          81           81
                                  327   1097      204      00 P 1                            [illegible]R           81           81
                                  327   1097      204      00 P 8                            43[illegible]          [illegible]  81
                                  327   1097      208      00 N 1                            [illegible]R           [illegible]  [illegible]
                                  327   1097      208      00 N 8                            5,[illegible]          [illegible]  [illegible]
                                  327   1097      285      02 P 1                            [illegible]            [illegible]  [illegible]
                                  327   1097      285      00 N 9   [illegible]   [illegible]   [illegible]
```

802
W32

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

09/30/82

PREFIX	GRP FL	FED AID PROJ		AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC	FEDERAL SHARE	AMOUNT PREV CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
323-1988	1#	M	-5650-001	4,998.09	5,844.61	6,107.90	81.83	4,998.09	4,998.09		
		PROJ	TOTALS	212,612.00	277,574.04	259,821.59		212,612.00	212,612.00		
336-2513	1	M	-5885-002	7,933.00	8,675.02	8,675.02	88.10	7,642.69	7,642.69		
327-1097	1	M	-6120-001	335,178.00	534,906.96	532,848.30	66.10	352,212.73	335,178.00	17,034.73 B	
327-1097	8	M	-6120-001	1,400.00	29,525.85	29,484.87	81.80	24,118.62	1,400.00	22,718.62 B	
327-1957	1	M	-6120-001	35,336.00	40,725.82	40,621.55	85.77	34,841.10	34,841.10		
		PROJ	TOTALS	371,914.00	605,158.63	602,954.72		411,172.45	371,419.10	39,753.35	
3 2510	1	M	-6120-002	29,970.00	2,244.66	2,244.66	88.15	1,978.67	1,978.67		
320-1024	1#	M	-6560-001	245,114.46	278,715.32	277,970.58	88.18	245,114.46	245,114.46		
320-1024	8#	M	-6560-001								
		PROJ	TOTALS	245,114.46	278,715.32	277,970.58		245,114.46	245,114.46		
327-1093	1*	M	-6685-001	182,511.84	207,304.32	206,976.46	88.18	182,511.84	182,511.84		
327-1093	8*	M	-6685-001	9,756.65	11,096.40	11,064.47	88.18	9,756.65	9,756.65		
327-1959	1*	M	-6685-001	15,538.52	18,116.50	18,116.50	85.77	15,538.52	15,538.52		
		PROJ	TOTALS	207,807.01	236,517.22	236,157.43		207,807.01	207,807.01		
321-1009	1	M	-6885-001	57,712.00	65,454.72	64,320.02	88.15	56,698.10	56,698.10		
321-1996	1	M	-6885-001	8,726.00	4,551.70	4,549.70	88.15	4,010.56	4,010.56		
		PROJ	TOTALS	66,438.00	70,006.42	68,869.72		60,708.66	60,708.66		
321-1009	2	M	-6890-001	90,453.00	96,492.75	94,641.37	88.15	83,426.37	83,426.37		
321-1995	1	M	-6890-001	11,282.00	6,944.56	944.56	88.15	6,121.63	6,121.63		
		PROJ	TOTALS	101,735.00	103,437.31	10[illegible]585.9		89,548.00	89,548.00		

RECAPITULATION --APPROPRIATION W32

9113

HIGHWAY DIVISION

ACC

C. O. Fredrickson
Region 2 Engineer

January 20, 1982

D. E. Swan, P.E.
Operation Programming Engineer

Job Charges
Local Government Projects

Mr. Coulter's letter dated July 23, 1981 directed that our charges for training courses, office expenses and administration not be charged to local government projects.

The following projects have training course charges on their P.E. prefixes:

Airport Road at Salmon River Highway
M-4430(1) Prefix 236-1961

✓ Court Way-Jackson Street
Monmouth Ave. N M-6685(1)
Prefix 327-1959

4,070.45
Reg. 2 Trans $37.— Need more Trans.?

Please transfer these charges to the appropriate state projects so that we can process the final billings.

GEZ:pf

cc: Jan Peterson, Accounting
H. S. Coulter
C. T. Keasey

5-3-82
Phil will check w/R.E. and let us know about Transfer of charges.

5-4-82
Phil says all charges have been transferred last was 3-8-82, notified Trans.
[illegible]

9113

2

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

ACC

TO: C. O. Fredrickson
Region 2 Engineer

DATE: January 20, 1982

FROM: D. E. Swan, P.E. D E Swan
Operation Programming Engineer

NOTED
H.S.COULTER

SUBJECT: Job Charges
Local Government Projects

Mr. Coulter's letter dated July 23, 1981 directed that our charges for training courses, office expenses and administration not be charged to local government projects.

The following projects have training course charges on their P.E. prefixes:

Airport Road at Salmon River Highway
M-4430(1) Prefix 236-1961

Court Way-Jackson Street
Monmouth Ave. N M-6685(1)
Prefix 327-1959

Please transfer these charges to the appropriate state projects so that we can process the final billings.

GEZ:pf

cc: Jan Peterson, Accounting
H. S. Coulter
C. T. Keasey

RECEIVED
[illegible] ENGR
21 '82
REFER TO
FOR

U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Final Voucher Payment

Date: December 21, 1981

From: Division Administrator

Reply to
Attn. of: HAM.OR/120.3

To: Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division

RECEIVED

The following vouchers have been approved for payment in the amount submitted:

ntract	Prefix				Name
E	12-1717	F-92(1)	$	0.00	Austin Spur Section
113	327-1073 327-1959	M-6685(1)		0.00	Court Way W. - Jackson St. W (Monmouth) Sec.
608	626-1053	I-205-7(55)		0.00	Columbia Blvd. Interchange (Col. Blvd. X'ing
82	626-1912 & 626-1952	I-405-8(35)		0.00	Fremont Bridge-Corbett Ave. O'Xing (Portland)
7082	626-1952 626-1912	I-5-6(93)		0.00	Fremont Bridge-Corbett Ave. O'Xing (Portla.
753	601-1095	IR-80N-7(53)		0.00	Baldock Slough-S Baker Interchange Sec.
	234-1019 & 234-1935	RRS-9028(1)		0.00	BNRR X'ing at S.W. [illegible] P'y Sec.
9068	26-1009 26-1916	HES-24(18)		0.00	S.E. Powell Blvd. at S.E. 122nd Ave.
016	9-1017 & 9-1999	HES-4-2(7)		0.00	The Dalles-Cal Hwy. Lower Bridge Rd Section
9039	18 1047 18-1953 18-1452	HES-48(2)		0.00	Klamath Falls/Lakeview Hwy at Madison St.
7092	225-1963 225-1068 225-2505	SOS-2500(2) ✓		0.00	Paul Smith Rd. S Main Street (Boardman) Sec.
			$	0.00	

For Dale E. Wilken

RECEIVED
STATE HWY ENGR
DEC 22 '81
REFER TO
FOR

RECEIVED
DEC

4113

(MEMORANDUM)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Bldg.
Salem, OR 97310

PAID BY
(For use of Paying Office)

STATE
Oregon

VOUCHER PERIOD
FROM 10/23/78
TO 4/30/81

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.
M-6685(1)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$ 22,186.95	$ 22,186.95	85.77%	$ 19,029.75	$ 19,029.75	$ 0.00
11,096.40	11,064.47	88.18%	9,756.65	9,756.65	0.00
207,263.24	206,976.46	88.18%	182,511.84	182,511.84	0.00
$240,547.19	$240,227.88		$211,298.24	$211,298.24	$ 0.00

RECEIVED DIVISION OFFICE
BY DATE

DIVISION OFFICE REVIEW MADE
BY DATE

PASSED FOR PAYMENT
BY DATE

REMARKS Oregon 10/30/81 V.T. Skoog, Controller

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Court Way W.-Jackson St. W. (Monmouth) Section½ City Street (Monmouth) Polk County					
	Preliminary Engineering					
	Type Code P.E.		All Required		$ 22,186.95	
	Construction					
	Type Code 6201					
	Roadway (Sta. 1020 40 To Sta. 1033+33)					
	Final Contract Payment Summary		Lump Sum		193,462.88	
SFO	#1 Permanent Pavement Striping (State)		All Required		797.82	
SFO	#2 Relocate water facility (City of Monmouth)		All Required		620.68	
	Total Participating Construction				$194,881.38	
	Construction Engineering					
	State		All Required		23,159.55	
	Total Participating Cost				$240,227.88	
	Nonparticipating Cost					
	Interest on Final Payments		All Required		$ 152.06	
	Construction Engineering		All Required		167.25	
	Total Nonparticipating Cost				$ 319.31	
	Total Project Cost				$240,547.19	
	Prepared based on Participating Costs as shown on Federal Billing as of 10/15/81.					
	City of Monmouth was paid $620.68					

AMOUNT CARRIED FORWARD .....

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                                                                                       NOVEMBER 1981        PAGE  596
TOTAL TO DATE JOB COST SUMMARY
                                                                                          FISCAL            GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT       PREFIX       FUNCTION   GR  CURRENT MONTH      YEAR TO DATE          TO DATE
                                     327   1957     913      00 P 1                                          1,547.51
                                     327   1957     914      00 P 1                                            186.97
                                     327   1957     918      00 P 1                                             91.65
                                     327   1957     920      00 P 1                                            219.84
                                     327   1957     921      00 P 1                                          1,895.56
                                     327   1957     922      00 P 1                                             60.54
                                     327   1957     923      00 P 1                                             66.43
                                     327   1957     950      00 P 1                                             95.61
                                                    TOT      P1                                             40,621.55
                                                    TOT      N1                                                104.27
                                                ** JOB TOTALS **              **                **          40,725.82  **

                                                                                                                         STATE
COUNT WAY-JACKSON ST(MONMOUTH CONT NO 0000 * FA PROJ NOS M   685001 100
                                     327   1959     296      00 N 9                          416.54         20,044.75CR
                                     327   1959     297      00 N 9                                          1,015.00
                                     327   1959     298      00 N 9                          416.54CR       19,029.75
                                     327   1959     901      00 P 1                          485.65CR        7,875.26
                                     327   1959     901      00 N 1                          128.18
                                     327   1959     905      00 P 1                                          4,374.05
                                     327   1959     909      00 P 1                                          1,397.10
                                     327   1959     910      00 P 1                                          1,619.75
                                     327   1959     911      00 P 1                                            914.58
                                     327   1959     913      00 P 1                                             17.45
                                     327   1959     914      00 P 1                                            231.26
                                     327   1959     915      00 P 1                                              4.80
                                     327   1959     918      00 P 1                                             16.20
                                     327   1959     920      00 P 1                                            141.59
                                     327   1959     921      00 P 1                                          1,133.12
                                     327   1959     922      00 P 1                                             35.44
                                     327   1959     923      00 P 1                                            355.90
                                     327   1959     950      00 P 1   Training                               4,070.45
                                                    TOT      P1                              485.65CR       22,186.95
                                                    TOT      N1                              128.18
                                                ** JOB TOTALS **              **             357.47CR**     22,186.95  **

                                                                                                                         STATE
SPTC RR XING-MAIN ST-DALLAS   CONT NO      * FA PROJ NOS RRS 051001 100
                                     327   1963     901      00 P 1                           72.27CR
                                     327   1963     901      00 N 1                           72.27             72.27
                                     327   1963     905      00 P 1                           51.68CR
                                     327   1963     905      00 N 1                           51.68             51.68
                                                    TOT      P1                              123.95CR
                                                    TOT      N1                              123.95            123.95
                                                ** JOB TOTALS **              **                **             123.95  **

                                                                                                                         STATE
TILLAMOOK PV MARK             CONT NO        FA PROJ NOS PMS 00S092 100                                         271.49CR
                                     329   1972     296      00 N 9.
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                                                  ** JOB TOTALS **

                                                                                                   M   685001
COURT WAY W JACSON ST W   CONT NO 9113 * FA PROJ NOS M   685001  90
                                 327   1093   201      00 P 1 Contr.                                   134,667.06
                                 327   1093   201      00 P 8 "                                          9,795.80
                                 327   1093   204      00 P 1 —                          465.00
                                 327   1093   204      00 P 8 —                          465.00CP
                                 327   1093   206      00 N 1 Int.                                         136.85
                                 327   1093   206      00 N 8 "                                             15.21
                                 327   1093   270      01 P 1 SFO#1                                         797.82
                                 327   1093   285      02 P 1 SFO#2                                         620.68
                                 327   1093   295      00 N 9 Tr. City                                    10,000.00
                                 327   1093   296      00 N 9 " St.    410.03CR       1,865.49CR         202,268.49CR
                                 327   1093   298      00 N 9 " Fed    410.03         1,865.49           192,268.49
                                 327   1093   900      00 P 1 Const. Engr                43.34CR          20,255.84
                                 327   1093   900      00 P 8 "                                          2,243.38
                                 327   1093   900      00 N 1 "                                            150.53
                                 327   1093   900      00 N 8 "                                             16.72
                                 327   1093   920      00 P 1 P.M.                                          78.17
                                 327   1093   920      00 P 8 "                                              8.69
                                 327   1093   945      00 P 1 Const. Sec                                   149.46




                                                                       NOVEMBER 1981          PAGE  210

TOTAL TO DATE JOB COST SUMMARY                                            FISCAL            GRAND TOTAL      ACTIVE YRS
                                                                       YEAR TO DATE          TO DATE          BEG  END
DESCRIPTION OF JOB OR DEPARTMENT    PREFIX      FUNCTION   GR  CURRENT MONTH                     16.60          81   81
  (                                 327   1093     945      00 P 8 Const Sec                    407.41          81    1
                                    327   1093     948      00 P 1 Const Engr    400.81          40.48          81   81
                                    327   1093     948      00 N 1                40.48     206,976.46
                                                   TOT         P1                822.47      11,064.47
                                                   TOT         P8                465.00CR   [illegible]
                                                   TOT         N1                 40.48          31.93
                                                   TOT         N8
                                                  ** JOB TOTALS **        **      397.95  **   218,400.[illegible]  **

                                                                                           M   120001
ROWELL ST-LA CREOLE DR    CONT NO 9239   FA PROJ NOS M   120001   95
                                 327   1097   201      00 P 1    22,458.26CR    217,564.57    483,[illegible]
                                 327   1097   201      00 P 8    27,217.71       27,217.71
                                 327   1097   201      00 N 1     1,280.00        1,280.00
                                 327   1097   204      00 P 1       269.90
                                 327   1097   204      00 P 8        14.21
                                 327   1097   295      00 N 9                    90,705.16
                                 327   1097   296      00
                                 327   1097   296      00 N 9                   284,316.88CR   [illegible]
                                 327   1097   297      00
                                 327   1097   298      00 N 9                   194,111.72
                                 327   1097   900      00 P 1     1,381.15       21,039.63     [illegible],548.94   81   81
                                 327   1097   900      00 P 8        72.69        1,105.60                               81
                                 327   1097   900      00 N 1        74.62     [illegible]
                                 327   1097   900      00 N 8         7.93     [illegible]
```

STATE COPY

State (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Polk	DIVISION Oregon
DATE OF REPORT 4-29-81	REPORT MADE BY W. H. Kappus, Area Engineer		PROJECT NO. M-6685(1)
COMPLETION DATE 9-5-80	ACCEPTANCE DATE BY CONTRACT AGENCY 12-22-80	TIME ELAPSED 100 %	CONTRACT TIME 125 CWD
APPROVED EXTENSIONS --	LOCATION Monmouth Avenue between Court Way and Jackson Street in Monmouth, Oregon		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COURT WAY-JACKSON ST. NO.
MONMOUTH AVENUE (MONMOUTH)
Grading, Drainage, & Paving

This project provided for the reconstruction of an existing street to 12' travel lanes, parking area, bike paths and median areas.

The final project cost underran the original estimate by 2 percent. A final inspection of the completed project was made on September 9, 1980. Acceptance is recommended.

RECEIVED
STATE HWY ENGR
MAY 4'81
REFER TO
FOR
Info | Inves | R/D | D.R. | Sign | Act | File

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed By WILLIAM H. KAPPUS Area Engineer W. H. Kappus		SIGNATURE G. K. Hossner	
TITLE Area Engineer	DATE 4-29-81	TITLE Field Operations Engineer	DATE 4/30/81

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

9113

January 15, 1981

Industrial Indemnity Company
Attn: Bond Department
421 S.W. 6th Avenue
Portland, OR 97204

CON 5
#9113

Gentlemen:

On December 26, 1980, we wrote to you concerning release of final payment on Contract No. 9113 awarded to Wildish Corvallis Construction Company for work on Court Way West-Jackson Street West (Monmouth) Section of FAU 6685 in Polk County.

Final payment on this contract is $6,911.76 and the total contract amount is $193,462.88 including $226.84 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc

cc: Wildish Corvallis Construction Co.
4885 N.E. Highway 20
Corvallis, OR 97330

bc: C. T. Keasey
Walt Hart
C. O. Fredrickson

File L,7

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Willamette Western Corp. No. 9072	SE 132nd Ave.-SE 142nd Ave. Clackamas County	December 12, 1980
Ray Wells, Inc. No. 9169	Yachats (7th St.) Lincoln County	December 12, 1980
Hensel Phelps Construction Co. No. 8519	S. Banfield Intchge. (NE Halsey St. U'Xing & Banfield Freeway O'Xing.) Multnomah County	December 16, 1980
Hamilton Electric Inc. No. 9068	SE Powell Blvd. @ SE 122nd Ave. Multnomah County	December 16, 1980
Wildish Corvallis Const. Co. No. 9113	Court Way W.-Jackson St. W. (Monmouth) Polk County	December 22, 1980
Clarke Electric Co. No. 8851	S. 3rd St.@ Wilson Ave. (Bend) Deschutes County	December 24, 1980
Western Construction Co. No. 9141	Jordan Valley-Idaho State Line Malheur County	December 30, 1980
Stach Construction Co. No. 9134	Hart Lake Bridges Lake County	December 30, 1980
Douglas S. Coats, Inc. No. 9135	Greenwood St.-Alamo St. (Enterprise) Wallowa County	January 9, 1981
Cascade Const. Co., Inc. No. 8992	SE Crystal Springs Blvd.-SE Glenwood St. Multnomah County	January 13, 1981

January 14, 1981

C T Keasey

C. T. Keasey
Asst. State Highway Engineer

Monmouth

STATE OF OREGON

INTEROFFICE MEMO

TO: MEMO TO THE FILES

DATE: January 13, 1981

N. E. Mann

FROM: N. E. Mann
Design Engineer Supervisor

SUBJECT: Court Way W.-Jackson St. W. (Monmouth)
FAU 6685 (Monmouth Ave. N.)
Polk County

Paul DeMuniz, an attorney, called asking if he could come see me regarding the above project. He is representing a client who was involved in an accident on this project during the construction phase.

Duane Christensen, Final Design Engineer, suggested that I contact Jack Sollis, Chief Counsel, regarding the propriety of discussing this project with Mr. DeMuniz. This I did. Jack Sollis advised me to have Mr. DeMuniz contact him and he would determine what my position should be in discussing the project with Mr. DeMuniz. This was done.

Jack Sollis called me, after being contacted by Mr. DeMuniz and told me that it would be okay to discuss the plans of this project with Mr. DeMuniz and that afterward, to send him a memo of what was discussed and any material or prints which Mr. DeMuniz may have asked for or wanted.

Mr. DeMuniz came in to see me at 2:00 pm Monday, January 12. He had obtained my name as designer on the project from Sheet 2 of the plans.

Mr. DeMuniz was interested in the following features of this project:

1. Who was responsible for the design and layout of the project?

   I told him that the general design and concept of the project was done by the cooperative efforts of the City of Monmouth and the Oregon College of Education through a consultant firm and that our construction plans reflected this.

ROAD DESIGN SECTION

Action

Working

Contains Recycled Materials

2. What warrents are used in determining use of Type B-1 curb and Type "C" curb?

   I told him that the curb that is normally and generally used is the Type "C" curb. The Type B-1 curb is a mountable curb used in special areas like islands that are subject to possible impact by traffic. (His client, while riding a motorcycle, had run into an island with Type B-1 curb. His passenger was killed.)

3. What measures are used to handle traffic through a project during construction?

   I told him that both the general specifications and the special provisions on the project governed how the contractor should take care of traffic during construction and that he should contact the Resident Engineer as to how traffic was handled specifically on this project.

Also, I introduced him to Bill Beard, Sign Design Supervisor, who discussed with him generally the temporary traffic control measures on the project. Mr. Beard also told him that he should contact the Resident Engineer on the project for any specific information regarding these matters.

I gave Mr. DeMuniz the name of Don Thurston as the Resident Engineer on the project and the name of C. O. Fredrickson as the Region Engineer.

No maps, prints, or other material was given to Mr. DeMuniz

NEM:ab
cc: Jack Sollis
C. O. Fredrickson
Don Thurston
D. O. Christensen

115

STATE COPY

-TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 12-28 PROJECT REPORT NUMBER MODIFICATION NUMBER 3	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 11/21/80	Oregon County Polk Project Number M-6685(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 11, 1978 is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 214,158.00	$ 238,700.00
Federal funds	$ 188,274.00	$ 209,872.00
Other revisions		

This modification is made for the following reasons: To include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 20th day of November, 1980.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

for Asst. State Highway Engineer
(Title)

~~By~~ For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G.L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon November 20, 1980

Federal Aid Project
No. M-6685(1)

Court Way W.-Jackson St. W. (Monmouth) Section
City Street (Monmouth)
Polk County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE

Preliminary Engineering	All Required	$ 22,700.00

Type Code 6201
Roadway (Sta. 1020+40 to Sta. 1033+33)

Subtotal of previous estimate of April 24, 1980	$170,007.30

Previous Estimate

Coarse Aggregate Base	3,120 ton	6.60	$ 20,592.00
Class "B" Asphaltic Conc.	1,350 ton	28.35	38,272.75
			$ 58,864.75

Revised Estimate

Coarse Aggregate Base	3,943 ton	6.60	$ 26,023.80
Class "B" Asphaltic Conc.	1,498 ton	28.35	42,468.30
Water Line Installation	511.5 Lin. Ft.	21.00	10,741.60
			$ 79,233.70
		Increase	20,368.95
		Subtotal	$191,376.25
		Engineering	24,623.75
		TOTAL	$216,000.00

Length of Project ------------ 0.245 mi.
Cost of Roadway Per Mile -----$881,632.65

SUMMARY OF FUNDS

Description	Pro-Rata	Total Cost	Fed. Funds	State Funds	City Funds
Preliminary Engineering	(85.77%)	$ 22,700.00	$ 19,469.00	$ 1,615.50	$ 1,615.50
Roadway	(88.15%)	216,000.00	190,403.00	12,798.50	12,798.50
TOTAL		$238,700.00	$209,872.00	$14,414.00	$14,414.00

Group 1-90%; Group 8-10%
Contract No. 9113
Prefix - 327-1959
Prefix - 327-1093

9113

TO BE COMPLETED BY FHWA	S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	te Oregon
MONTHLY TRANSACTION NUMBER 5-23		County Polk
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Project Number M-6685(1)
MODIFICATION NUMBER 2		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 15, 1978, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 19,700	$ 214,158
Federal funds	$ 16,245	$ 188,274
Other revisions		

This modification is made for the following reasons: Adding construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 1st day of May, 1980.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

~~By~~ For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G.L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon, April 24, 1980

Federal Aid Project
No. M-6685 (1)

Court Way W. - Jackson St. W. (Monmouth) Section
City Street (Monmouth
Polk County

Project Agreement Estimate

Type Code P.E.

Preliminary Engineering	All	Required		$ 21,200.00

Type Code 6201
Roadway (Sta. 1020+40 to Sta. 1033+33)

Mobilization	All	Required		$ 16,414.00
Temporary Protection and Direction of Traffic	All	Required		5,200.00
Temporary Signs	166	Sq.Ft.	6.50	1,079.00
Temporary Barricades	10	Each	100.00	1,000.00
Flagmen	320	Hour	20.00	6,400.00
Removal of Structures and Obstructions	All	Required		7,000.00
General Excavation	2,260	Cu.Yd.	4.65	10,509.00
Trench Excavation	320	Cu.Yd.	4.40	1,408.00
Finishing Roadbed and Slopes	All	Required		6,000.00
Furnishing and Placing Topsoil	395	Cu.Yd.	10.50	4,147.50
Coarse Aggregate Base	3,120	Ton	6.60	20,592.00
3/4"-0 Aggregate Base	520	Ton	6.60	3,432.00
Class "B" Asphalt Concrete	1,350	Ton	28.35	38,272.50
8-inch Culvert Pipe	46	Lin.Ft.	7.00	322.00
10-inch Sewer Pipe	272	Lin.Ft.	7.70	2,094.40
12-inch Sewer Pipe	354	Lin.Ft.	11.85	4,194.90
Extra for Pipe Under Pavement	90	Lin.Ft.	10.00	900.00
Concrete Manholes	4	Each	1,500.00	6,000.00
Concrete Inlets, Type CG-1	12	Each	465.00	5,580.00
Concrete Walks	620	Sq.Yd.	13.00	8,060.00
Concrete Driveways	60	Sq.Yd.	15.00	900.00
Concrete Curbs	3,200	Lin.Ft.	3.50	11,200.00
Wood Sign Posts	All	Required		3,000.00
Type "C" and "D" Signs in Place	73	Sq.Ft.	10.00	730.00
Type "EE" Signs in Place	6	Sq.Ft.	10.00	60.00
Type "T" Signs in Place	44	Sq.Ft.	20.00	880.00
				$165,357.30

Anticipated Items

Permanent Pavement Striping	All Required	$ 1,400.00
Ore. Col. of Ed. (Electric)	All Required	1,180.00
Work by City of Monmouth (Water)	All Required	2,052.00
		$ 4,632.00
	Subtotal	$170,007.30
	Engineering	22,950.70
	Total	$192,958.00

Length of Project . . . . 0.245 mi.
Cost of Roadway Per Mile $787,583.67

Summary of Funds

Description	Pro-Rata	Total Cost	Federal Funds	State Funds	City Funds
Preliminary Engineering	(85.77%)	$ 21,200	$ 18,182	$ 1,509	$ 1,509
Roadway	(88.15%)	192,958	170,092	11,433	11,433
Total		214,158	188,274	12,942	12,942

Group 1 90%; Group 8 10%
Contract No. 9113
Prefix 327,1959
Prefix 327-1093

STATE COPY

TO BE COMPLETED BY FHWA	.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	ate Oregon
MONTHLY TRANSACTION NUMBER 12-142		County Polk
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Project Number M-6685(1)
MODIFICATION NUMBER 1	12 26 79	

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 15 , 19 78 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 12,500.00	$ 19,700.00
Federal funds	$ 10,070.00	$ 16,245.00
Other revisions		

This modification is made for the following reasons:

To include approved additional preliminary engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 26th day of December , 1979 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

~~By~~ For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon December 11, 1979

Federal Aid Project
No. M-6685(1)

Court Way-Jackson St. (Monmouth) Section
City Street in Polk County

Revised Project Agreement Estimate

Type Code P.E.
Preliminary Engineering (Monmouth Ave.-Jackson St.to Court Way St.)

Preliminary Engineering	All Required	$19,700.00
	TOTAL	$19,700.00

Length of Project - - - - - - - 0.5 mi.

- SUMMARY OF FUNDS -

Description	Total Cost	Federal Funds	State Funds	City Funds
Prelim. Engineering	$ 19,700.00	$ 16,245.00	$ 1,728.00	$ 1,727.00
Retain in Program Contract Work	187,500.00	151,090.00	12,155.00	24,255.00
TOTAL	$207,200.00	$167,335.00	$13,883.00	$25,982.00

Group 1 - 100%
Prefix 327-1959

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 11-125	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 11-15-78	Oregon County Polk Project No. M-6685(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City St., Court Way to Jackson St. (Monmouth)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	10-23-78	0.5
RIGHTS-OF-WAY		
CONSTRUCTION		

OTHER *(Specify)*

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 12,500.00	$ 10,070.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Technical Services Engineer
(Title)

ByXX For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

File

Oregon State Highway Division
Salem, Oregon November 8, 1978

Federal Aid Project
No. M-6685(1)

COURT WAY-JACKSON ST. (MONMOUTH) SECTION
CITY STREET IN POLK COUNTY

Project Agreement Estimate.

Type Code PE
Preliminary Engineering (Monmouth Ave.-Jackson St. to Court Way St.)

Preliminary Engineering	All Required	$12,500.00
	TOTAL	$12,500.00

Length of Project ------------- 0.5 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	City Funds
Preliminary Engineering	$ 12,500.00	$ 10,070.00	$ 1,215.00	$ 1,215.00
Retain in Program (Contract Work)	187,500.00	151,090.00	12,155.00	24,255.00
TOTAL	$200,000.00	$161,160.00	$13,370.00	$25,470.00

Group 1 - 100%
Prefix: 327-1959

9113

COM

DATE: October 9, 1980

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increased Project Authorization
Court Way W.-Jackson St. (Monmouth)
Polk County
Contract No. 9113

It is anticipated that the cost of this federal aid grading and paving project will exceed that authorized by approximately $25,600, or 13.2 percent.

In order to construct the project to the planned dimensions, $9,637 of course base rock and paving were required beyond that originally estimated. Also, the adjustment of the City of Monmouth water lines turned out to be much more involved than originally anticipated. The work cost $8,242 more than had been provided for in the authorization.

The project design was quite complex for a job of its size and required more than the usual amount of layout work. As a result, the project engineering will overrun by an estimated $6,656.

It is recommended that the authorization for this project be increased by $25,600, or 13.2 percent. This matter will on the consent calendar for the October 21 meeting.

WR:mk jh
bc: F. B. Klaboe
R. W. Gormsen
C. T. Keasey
C. O. Fredrickson
George Bell

Monmouth

REFERRED TO
Beard ✓
Cole
Erikson
Hager
Stoudenmeyer
Wann NEW
Watson
Dorn
Leu
Return Discuss (Do) File Copy Due
BY FINAL DESIGN ENGINEER

Please prepare ltr acknowledgement and response DDi

Done

1 Versteeg ✓
Anderson
2 Christensen DDi
Olson
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OCT 08 1980
ROAD DESIGN SECTION

Do Not File
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NARRATIVE REPORT

Bourtway W.-Jackson St. W. (~~Monmouth~~)
FAU 6685 (Monmouth Ave. N.)
Polk County
Contract 9113 Prefix 327-1093
FA Project No. M-6685(1)

This contract for Grading, Paving, Drainage and Permanent Signing was awarded to Wildish Corvallis Construction Co. on April 23, 1980. The work to be performed in 125 calendar work days.

Utilities: Prior to construction in was determined that substantially more waterline adjustment was necessary than was anticipated. The amount of work was beyond the capacity of City Forces.

The City of Monmouth requested that the contractor do this work. A price agreement was negotiated and work began.

The first agreement used up all the project contingencies and the City was notified of possible project overrun.

The general utility work progressed reasonably. Gas line, telephone, water, communication line adjustments were done.

Drainage: Because of the waterline adjustment the CG-1 inlet at 1031+95 (Note 8, sht. 5) was moved back to the location in the loading area as shown on the location detail map. This inlet would not drain the loading area as it was shown on the plans.

? The general plan location of the existing storm sewer was close but the approximate elevations were grossly inaccurate. It was found that the ext'g. storm sewer was about 10-feet higher than indicated. ✓

The construction grade of the storm sewers was designed for minimum self cleaning grade and cover so the existing storm sewer elevations were not a problem. If the construction grades had been designed to existing flo lines; there may have been serious problems.

The major problem was that the existing storm sewer was directly under a concrete encased steam line. This required a price agreement to provide 8-inch storm sewer pipe to connect to the manholes which had to be slightly offset.

Excavation for cross pipes revealed a saturated clay loam extending to seven feet below grade. This material was unsuitable for trench backfill so another agreement was necessary to provide bar-run backfill.

The completed storm sewer system was tested by through flushing and works ok.

Grading: Grading proceeded from south to north along the east side of the project and north to south along the west side. The excavation work was primarily done with a Caterpillar 225 track mounted backhoe.

Excavation and compaction of the subgrade was difficult because of the odd shaped work areas, areas of concrete to remain and substantial pedestrian traffic (see recommendations).

Surfacing: The course aggregate base was placed on the graded areas as soon as possible. All grading and course aggregate was completed and placing the leveling course proceeded one side of the project at a time.

Curbwork: The majority of the curbwork was done with a grade controlled curb extrusion machine. This worked well for the complex curvatures, radii provided on the plans but required a great deal of additional grade antennas to be placed. The curbs were constructed with a 3/4-6.3 sack mix concrete rather than the "grit mix" suggested by the curb subcontractor. The mix worked well.

Paving: Paving with Class "B" A.C. mix was completed in two days. Base lift was done one day and top lift the next. Generally the paving turned out well (see recommendations).

Signing: The City of Monmouth and O.C.E. requested that we delete a substantial amount of the permanent signing called for in the project. Fifteen "No Parking Any Time" signs were deleted from the project. No parking area of the curbline were painted yellow by O.C.E. forces.

Traffic Control: Essentially all of the grading, surfacing, paving and curb work required traffic control with flaggers. This resulted in a 38% overrun of this item.

Plan Errors and Omissions: The storm sewer location (Note 7, sht. 3) was in error because of inadequate information.

The driveway at station 1022+60 Lt. (Note 2, sht. 3) was deleted at the request of O.C.E. I feel that this item and the signing should have been brought up by the college at their review of the plans.

Several square yards of existing sidewalk was omitted from the removal plan at the S.W. corner of the Church Street intersection. This walk was shown on the location detail map but was not readily apparent.

The plans in general were somewhat difficult to interpet because of the inconsistant centerline and variable profile gradeline. Correlation of the removal plan with the general plan sheets was confusing at times.

Most people using the plans had to color code the concrete pavement to remain and general excavation areas to overcome this problem.

The inlet (note 8, sht. 5) was moved from the loading area to avoid water service conflicts. This was a last minute change and apparently was done without regard to gutter grades.

Recommendations:

Section 111 - During construction, three wheelchair ramps were left open for handicapped access. The contractor constructed plywood walks and two temporary crossings with cold mix A.C. These were maintained continually and there were no major problems.

While the project was under construction there were college students, grade school students and handicapped persons (incl. deaf, retarded and blind) crossing the work areas.

Had the contractor not been as cooperative;the language in Special Provisions' page 21, may not have been explicit enough to ensure satisfactory pedestrian facilities.

Section 304 - The aggregate base should have been 1"-0 and the leveling course should have been deleted. The base should have been plant mixed.

The contractor bid the same price per ton for 1 1/2-0 aggregate base and 3/4-0 leveling. He had no benefit in changing the designation. Elimination of leveling would however reduce engineering expense.

The aggregate base was road mixed on this project but was very difficult due to the odd shaped work areas and narrow trench like areas along the existing PCC which remained.

Section 404 - Class "B" asphalt concrete was sepcified for this project. Region recommends that a class "C" should have been specified at least for the top lift. I don't understand why there seems to be this continual confusion about "B" and "C" mixes on city streets. We should be able to come up with a policy which would preclude the resident engineer having to change the designation.

General Comments: Due to the irregular shape of the work areas and the staging of excavation and base aggregate placement; there was unavoidable loss of aggregate. Future contracts of this nature should make some allowance for this in the project quantities.

There were an unusual amount of underground utilities present which slowed work.

Three areas of existing PCC were retained and overlain with 2" min. A.C. Considering the grade and construction problems caused by keeping the PCC area, I feel it would have been no more expensive to have removed them altogether.

Don Thurston
Don Thurston
Resident Engineer

STATEMENT OF OVERRUNS AND UNDERRUNS

SECTION: Court Way W.-Jackson St. W. (Monmouth)
HIGHWAY: Monmouth Ave. N.
COUNTY: Polk

CONTRACT #: 9113
PREFIX #: 327-1093
F.A.P. #: M-6685 (1)

Item	Contract Amount	Semi-Final Amount	%(+ or -)
Bid Items			
Anticipated Items	SEE PAGE 1		
Contingencies			
Engineering			
Total			

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

INDIVIDUAL OVERRUNS AND UNDERRUNS

No.	Item	Contract Quantity	Final Quantity	%(+ or -)
5	Flagmen	320 Hrs.	440 Hrs	38%+

Nearly all activity - Storm drain excavation, general excavation, aggr. base, curb machine work and paving; required one way traffic with lane closure. A substantial portion of the time a third flagman was required at Church St.

10	Furnishing and Placing Topsoil	395 C.Y.	495.18 C. Y.	13%+

Much of the area requiring topsoil was involved in irrigation line and communication line work by O.C.E. forces. The finish grading could not be completed in these conflicting work areas. Because of the variable depths in these areas more topsoil was used.

11	Course Agg. Base	3,120 Tons	3,943.89 ~~3,917.75~~ Tons	26%+

Most of this overrun is unavoidable waste due to the stage construction - limited work areas and the various concurrant work in progress.

12	Aggregate leveling Course	520 Tons	732.83 Tons	41%+

Same as item #11

STATE OF OREGON
Highway Construction
DEPT
378-6318
TELEPHONE

INTEROFFICE MEMO
FILE: CON 5 #9113

DATE: October 8, 1980

TO H. S. Coulter
State Highway Engineer

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increased Project Authorization
Court Way W.-Jackson St. (Monmouth)
Polk County
Contract No. 9113

This federal-aid grading and paving project is presently being semi-finaled. The need for an increase in authorization is now apparent as the cost is anticipated to overrun by approximately $25,600 or 13.2 percent.

The course aggregate base item overran by $5,437 due primarily to unavoidable waste during stage construction. Class "B" paving overran by $4,200 as additional material was needed for patching and to pave the section to the depth specified.

Adjustment of City water lines was anticipated to be performed by City forces at a cost of $2,500. There were substantially more water line conflicts than anticipated and the work had to be performed by the contractor at a cost of $10,742.

Project engineering is expected to exceed that originally anticipated by $6,656. The project design was complex and required much more layout than usual for a job of this size.

The increase in project cost is eligible for federal participation and P.C.R.B. approval is not required.

A rough draft letter to the Transportation Commission is attached as is a copy of the Expected Overrun of Project Authorization form.

OBJ:WR:fr
Att.

cc: C. O. Fredrickson
Don Thurston
Robert Church

OK/R

OCT 8 - '80
REFER TO
FOR

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION Court Way W.-Jackson St W. (Monmouth)	WEEK ENDING 9-27-80
		SECTION PREFIX 327-1093
	HIGHWAY Monmouth Ave. N. FAU 6685	COUNTY Polk
NAME OF JOB Court Way W.-Jackson St. W.	KIND OF WORK Grading, Paving, Signing	
CONTRACTOR Wildish Corvallis Const. Co.	CONTRACT NUMBER 9113	FEDERAL AID PROJECT NUMBER FAU 6685 M-1
DATE OF CONTRACT 4-23-80	DATE WORK STARTED 5-5-80	ESTIMATED COMPLETION DATE 9-6-80
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS Work 125	WORK DAYS USED CALENDAR DAYS USED Work 124
PROJECT AUTHORIZATION: $ 193,829.97	SPECIFIED COMPLETION DATE 9-6-80	PERCENT OF TIME ELAPSED 100
EXCLUSIVE OF ENGINEERING: $ ~~178,460.19~~	ENGINEERING AUTHORIZATION $ 15,369.78	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 196,641.90	ENGINEERING COST TO DATE $ 20,060.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 112
ESTIMATED PERCENT: OVERRUN ~~UNDERRUN~~ 1 %	PERCENT OF AUTHORIZATION 131%	DATE PROJECT WAS COMPLETED: Sept. 5,1980

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	2,260 Cu.Yd	3,640 Tons			1,350 Tons
TOTAL QUANTITIES CORRECTED TO DATE	2,439 Cu.	4,577 T			1,498 Tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	2,439 Cu	4,577 T			1,498 Tons
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0			0
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Project completed 9/5/80			
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Keasey
Jackinon
Hopkins
Williams
Johnson
Glenn

RECEIVED
SEP 30 1980
CONSTRUCTION
BRANCH

Richards
Brig.
Inloes
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project Completed 9/5/80

Working on Semi-finial, submitted semi-final data to Region 2 (9-26-80). This will be the final Engineer's Weekly.

SIGNED Don Thurston LOCATION Salem
Don Thurston Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

#9113

P

September 25, 1980

Mr. Ron Kelm
Justice Department
Liability Claims Division
208 State Office Building
Salem, OR 97310

CON 5
#9113

Reference: Your File No. L05803

Dear Mr. Kelm:

As requested, attached is a conformed copy of the Oregon State Highway Division's Contract No. 9113 awarded to Wildish Corvallis Construction Co. on April 23, 1980, for work on the Court Way West-Jackson Street West (Monmouth) Section Project in Polk County.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kkr
Attachment

M-[illegible])

City of MONMOUTH
151 West Main Street Monmouth, Oregon 97361 (503) 838-0722

September 17, 1980

Don Thurston, Resident Engineer
Highway Division
885 Airport Road
Salem, Oregon 97310

Dear Sir;

This letter is to confirm our acceptance of the Monmouth Avenue FAUS 6685 project recently completed in the area of the OCE campus. Representatives from our staff found no descrepencies in the work done on this project.

If further verification is necessary please contact me at 838-0722.

Sincerely,

Ron Peterson

Ron Peterson
City Manager

cc C. T [illegible]
L. E. [illegible]

REGION 2 ENGINEER
RECEIVED
SEP 19 1980
RLE RBE RME RTE ROE ULE GEO RSU ENV

RECEIVED
SEP 18 1980
DON W. THURSTON, RES. ENGR.
RES ASST INSP INSP OM

MAYOR Bill Horner CITY MANAGER Ronald S. Peterson RECORDER-TREASURER Joan E. Howard
COUNCILMEMBERS: Dee Bridges, Wes Hedlund, James H. Herzog, Gail C. Meyer, Richard T. Scott, Jim Thompson

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
September 17, 1980
Region 2, Salem

FILE: 327-1093

FROM: Gerald Wimer
Region 2 Construction Engineer

TO: Jack Sollis
Chief Counsel

SUBJECT: Fatal Accident, August 22, 1980
Courtway W.-Jackson St. W. Section
Monmouth Avenue, FAU 6685
Contract 9113

Walker, Jodi (fatal)

Attached are copies of Resident Engineer Don Thurston, Project Inspector Don Ackerman, and Inspector Tom Schuft's September 4 reports to the file on the subject matter. Also attached is an article from our local newspaper and a resume of a recorded statement by Tom P. Scheuft.

In supplement of these memoranda, please be advised that I received a call Friday, August 22, from Glen Clark of our Traffic Section relaying a phone message from Don Martin of OCE (phone 838-1220, ext. 263) who wanted to know how the project was to be striped and by whom. Mr. Thurston was on vacation so I instructed Bill Swanson of his staff to follow up. This involved contacting Mr. Martin and arranging for the State striping crew. Obviously, striping could not be achieved that late on a Friday. The project had been unstriped during construction; and to go over a weekend unstriped but with appropriate barricades, cones and any other necessary markings is not unusual. The striping was done by State forces the next work day.

By a copy of this letter, Mr. Thurston is instructed to furnish a set of his photographs with appropriate identification and a sketch map showing existing signs, barricades and any other markings to you, Construction Engineer C. T. Keasey and this office. He should retain the negatives unless he is instructed to forward them to some other office, in which case he will clearly have his and the rest of our files show where the negatives were sent.

GW/dm
Attachments

cc: H. S. Coulter w/ attach.
C. T. Keasey w/ attach.
Don Thurston

RECEIVED
STATE HWY ENGR
SEP 18 '80
REFER TO
FOR
Info | Inver | R/D | D/R | Sign | Att | File

STATE OF OREGON

INTEROFFICE MEMO

REGION 2 ENGINEER
RECEIVED
SEP 15 1980
☐ RLE ☐ RBE
[✓ ☐ RE] [✓ ☐ RCE] [✓ ☐ RME] ☐ RTE ☑ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ENV ☐ RFE

TO: File

DATE: September 4, 1980

Don Thurston

FROM: Don Thurston
Resident Engineer

SUBJECT: Accident on Monmouth Ave. N.

Don Thurston: Week ending August 23, 24 & 25.

Aug. 18 - Bob Ackerman at Monmouth Ave. project-there was no activity so he returned to office and went home ill. Gradeline - subcontractor for Wildish came on project later in AM and had some questions about the work. I sent Tom Schuft project to fill in for Bob.

Aug. 19 - Gradeline on project pouring conc. sidewalks. Tom Schuft inspecting for Bob Ackerman. I was on project in P.M. to discuss deleting some "No Parking Anytime" signs with Ron Peterson and Bill Neifert. I talked to Schuft about some construction details.

Aug. 20 - Wildish on project doing some grading and miscellaneous work. Gradeline working on conc. items. Wildish working on stub form inlet to manhole sta. 1028+75, undermined pavement created a hole. American Barricade removed their barricades from project. The hole in pavement was barricaded with some miscellaneous barricades remaining on the project. I was on project and talked to Schuft about several contract work items.

Agg. 21 - Wildish finishing pipe connection and placing topsoil at various locations. Gradeline working on ramps, walks, and general cleanup. I was on project late P.M. talked to Schuft about work in general.

Aug. 22 - Wildish placing topsoil and other miscellaneous work. Gradeline cleaning up forms and conc. chunks. Stopped by project in A.M. and talked to Schuft about striping layout and crosswalks layout.

Aug. 24 - Was called by Schuft about article in Statesman on accident on project Friday night.

Aug. 25 - Bob Ackerman returned to work. Instructed him to inspect the accident scene, take photos, review the signing in place and pick up copy of accident report from local police.

Addendum: During the period Aug. 18 - Aug. 22, various traffic cones and barricades were in use throughout the project. Traffic cones were in place at the ends of the curbed islands during the week, But were probably removed Friday when topsoil was placed.

Contains Recycled Materials
81-125-1387

CC JL Sollis
H.S Coulter } w/ All Attachments

STATE OF OREGON

INTEROFFICE MEMO

TO: File

DATE: September 4, 1980

FROM: Bob Ackerman
Project Inspector

SUBJECT: Accident on Monmouth Ave. N.

Bob Ackerman; Traffic control condition Monday morning 8-25-80

On the morning of 8-25-80, Ackerman arrived on the project at approx. 8:00 A.M.. All of the post mounted construction signs were in place. The flashers on the "Road Construction Ahead" signs on Monmouth Ave. were both operating. The portable signs "Flagmen Ahead" and "Be prepared to Stop" were turned away from traffic. In the island at the South end of the project there were no cones or other traffic protection devices. The island at the North end of project had two white sawhorses on each end, these were setting at each end of the island on the pavement. One sawhorse at each end had a covered sign on it, the sign had a battery operated flasher. Cones throughout the project were on newly poured sidewalk areas and not in roadway, with the exception of cones around stockpiles of top soil on Church and Jackson St., also at sta. 1028+75 Right there were 4cones and one sawhorse (orange) barricade around a hole in the asphalt concrete next to an inlet at this station. There was no striping, but the job was marked out for it. The sawhorses were apparently furnished by O.C.E..

Ackerman took some photos of the accident scene that morning.

Ackerman also talked to Monmouth Police about accident they would not isssue me (Ackerman) a copy of the accident report until the D.A. released it. Ackerman also walked through the accident scene with Bill Niefert O.C.E. director of physical plant.

STATE OF OREGON

INTEROFFICE MEMO

TO: File

DATE: September 4, 1980

FROM: Tom Schuft
Inspector

SUBJECT: Accident on Monmouth Ave. N.

Tom Schuft;

On Monday August 18 Schuft assumed responsibility as acting inspector of the Court Way to Jackson St. project on Monmouth Ave..

The contractor, Wildish of Corvallis and their subcontractor Gradeline Construction Co. were concerned with pouring sidewalks and placing top-soil throughout the length of the project, during the period from August 18 to August 22. While Schuft was present during that time American Barricade appeared on the project & picked up all the barricades they had rented to Wildish Const.. These were replaced by cones to warn pedestrians and motorists of hazards on the project. Specifically there were cones placed at the end of both islands. However, on Friday August 22 Wildish Const. was engaged in placing top soil in the island areas and several of these were moved to accomodate the backhoe's movement.

Before leaving the project on Friday my primary concerns were the piles of excess concrete in the road way and two piles of excess top soil also in the road way. Per my instructions the concrete was removed by the contractor and the top soil piles coned and flagged. I (Schuft) took pictures of the two piles to record their protection. Before leaving Schuft met Bill Neifert O.C.E. physical plant and he said his personnel would provide flashing barricades for the top soil piles. Schuft failed to direct his attention to the islands as a hazard to traffic and gave no instruction to the contractor concerning its protection. Schuft can not recall what protection may have remained on them after the contractors placement of top soil, but when Schuft arrived on the scene of the accident on Monday August 25th, the only protection in place were barricades placed by the college, Schuft assumed after the accident.

The project itself was protected by specification signs on Monmouth Ave. approximately 300 feet in advance of the project stating "Road Construction Ahead" 48 inches across with mounted amber flasher, also 36 inch sign with the same ledend (no flasher) were mounted at access points on Church St. and Jackson St..

Temporary silver paint dots approximately 25 feet apart were layed out on Friday afternoon, marking the center of the street and the bicycle lanes in the vicinity of the accident in preparation for final striping. These temporary lines are not highly visable and were not layed out in a pattern which would have directed traffic around the island.

According to the Monmouth Police who were at the scene shortly after the accident the street lighting was operating and the island area was well lit.

Contains Recycled Materials
81-125-1387

RESUME' OF RECORDED STATEMENT

Tom P. Scheuft
5346 Pike Court South
Salem, OR 97302

Home Phone - 364-1878
Work Phone - 378-8035
Date of Birth - 11/8/47

File - E649-80
D of L - 8/22/80

Mr. Scheuft is classified as a Highway Engineer I with the Oregon State Department of Transportation, Highway Division. He advises that he was the acting inspector on the Wildish jobsite on Monmouth Way August 22, 1980. He advises on the Monday following the accident there was a barricade up that apparently had been put up on the island at the north end of the project by the college. He advises that there were Construction Zone Ahead signs at both ends of the project on either end of Monmouth Way. Basically the construction project by Wildish involved a stretch of Monmouth Way. Also involved was a road which intersects Monmouth Way at the approximate mid-point of the area of Wildish's construction. This road is Church Street. He advises that on August 22, the flashers were mounted on the tops of the signs warning of construction ahead, but he does not know specifically if the lights were flashing. Robert Ackerman was the regular inspector on this jobsite. He was ill for a period of four and a half days and had gone home at approximately 9:00 a.m. August 18, 1980. When Ackerman went home ill Mr. Scheuft took over the job as inspector on this project. Mr. Scheuft advises that he had not instructed Wildish Construction to put up any cones or any signa on either of the two islands at both ends of this project. In terms of other contractor compliance with Department of Transportation regulations, he is uncertain if they were complying with all the rules. Mr. Scheuft states there was top soil placed in the island on August 21, and August 22. There were cones present in the island prior to this time. He does not know if the cones were put back in the island. Prior to August 21, they were probably between five and ten cones scattered throughout the island on the north end of the project. The top soil was placed by Wildish. On Friday, August 22, the survey crew for the state had laid out small paint dots on the road as a piece of preliminary work before the painters could paint the center line and bike lanes on this road. The dots which were made by the survey crew were not visible unless someone was really looking for them. On the north end of the project there are now three lines painted in the road. One of these is the center line; the two others are the bike lines on either side of the road. On Friday there were only preliminary survey markings for the center line leading up to the northern most island. The survey crew had not fanned out the center line as they got closer to the island. The road was painted on Monday, August 25, 1980. Mr. Scheuft states he is unaware of the time schedule for the completion of the painting and was unaware of that on the 22nd. Mr. Scheuft met with the foreman for Wildish on the jobsite on August 22. His discussion with Mr. Hurst on that date were basically covering the clean up of the project. Although on August 22, Mr. Scheuft was unaware there should be any barricades or signs on the island, he has since found out that Wildish should have had some type of barricade up until the permanent signs were in place. This information has been brought to his attention by the resident engineer, Don Thurston.

CC:gw

regional/northwest

around the valley

Woman dies in OCE crash

MONMOUTH — A 19-year-old Monmouth woman died early yesterday of head injuries suffered Friday night when she was thrown from the back of a motorcyle that struck a street divider on the Oregon College of Education campus.

Jodi Laurene Walker, 615 Sacre Lane, Monmouth, died at 1 a.m. at Salem Hospital Memorial unit, officials there said.

Monmouth police said Walker, a student at Central Oregon College in Bend, was a passenger on a southbound motorcycle driven by Jeffrey Don Conkey, 19, 159 S. Monmouth Ave. They said the motorcycle struck a divider on Monmouth Avenue shortly after 11 p.m.

Conkey also was taken to Salem Hospital Memorial Unit. Officials said last night that he was in fair condition with cuts and scrapes.

The traffic fatality, Polk County's sixth and the mid-Willamette Valley's 62nd of the year, remains under investigation, police said.

Man dies of bullet wound

A 31-year-old Salem man died yesterday of an apparently self-inflicted gunshot wound to the head, Salem police said.

Michael Jetton Parker, 2295 B St., died at Salem Hospital Memorial Unit at 4:53 p.m., police said. They said he apparently shot himself with a rifle at about 3:45 p.m. at his home.

Vehicle kills St. Paul boy

ST. PAUL — A 9-year-old St. Paul boy was killed in front of his home yesterday when he ran out in front of a pickup.

Marion County sheriff's deputies said Jamie Smith, son of Mr. and Mrs. Jerome Smith, 18972 River Road N, was struck about 4 p.m. by a pickup driven by Gregory Abbott, 33, of Newberg.

They said the boy had crossed the street to a fruit stand to buy a soft drink with neighborhood children. As he returned, he ran out in front of the oncoming truck, they said.

Deputies said the boy was pronounced dead on arrival at Newberg Community Hospital.

The traffic fatality was Marion County's 34th and the Mid-Willamette Valley's 63rd of the year.

Woman kills self, police say

The guru Organimus (Tony Randall) prays for a go

800 answer call

FORM E-1 (REV 10-63)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Court Way W.-Jackson St W. (Monmouth)

WEEK ENDING: 9-13-80

SECTION PREFIX: 327-1093

HIGHWAY: Monmouth Ave. N. FAU 6685

COUNTY: Polk

NAME OF JOB: Court Way W.-Jackson St. W.

KIND OF WORK: Grading, Paving, Signing

CONTRACTOR: Wildish Corvallis Const. Co.

CONTRACT NUMBER: 9113

FEDERAL AID PROJECT NUMBER: FAU 6685 M-1

DATE OF CONTRACT: 4-23-80

DATE WORK STARTED: 5-5-80

ESTIMATED COMPLETION DATE: 9-6-80

AVERAGE FORCE ON PROJECT FOR THE WEEK

MEN

SUPERVISION

SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS: Work 125

WORK DAYS USED / CALENDAR DAYS USED: Work 124

SPECIFIED COMPLETION DATE: 9-6-80

PERCENT OF TIME ELAPSED: 100

PROJECT AUTHORIZATION: $ 193,829.97

EXCLUSIVE OF ENGINEERING: $ 178,460.19

ENGINEERING AUTHORIZATION: $ 15,369.78

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 109

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 195,904.88

ENGINEERING COST TO DATE: $ 20,500.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 109

ESTIMATED PERCENT: OVERRUN ~~UNDERRUN~~ 9 %

PERCENT OF AUTHORIZATION: 133%

DATE PROJECT WAS COMPLETED: Sept. 5,1980

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	2,260 Cu.Yd	3,640 Tons			1,350 Tons
TOTAL QUANTITIES CORRECTED TO DATE	2,430 Cu.	4,520 T			1,498 Tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	2,430 Cu	4,520 T			1,498 Tons
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0			0
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Project completed 9/5/80			
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project Completed 9/5/80

Working on Semi-finial

SIGNED Don Thurston LOCATION Salem

Don Thurston Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

Section Court Way W. - Jackson St. W. (Monmouth) Programming Estimate $ [illegible],000 ^{sh}
Highway EAU 6685 (Monmouth Ave. N. Project Length 0.24 miles
County Polk Completion Time 125 CWD
Kind of Work Grading & Paving Est. Comp. Date 8-30-80
Prefix 327-1959 Letting Date March 27, 1980 Project No.

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 196,870.00
Anticipated Additional Items:		
Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	1400.00	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished		
Roadside Seeding & Mulching		$ 5,400.00
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)		
Bikeway Signs		
Furnish Mailbox Posts		
Adjust Utilities:		
O.C.E. (Electric)	1500.00	
City of Monmouth (Water)	2500.00	
Subtotal		$ 202,270.00
Contingencies (4-1/2%)		9,102.15
Engineering (8, [✓ 9], 10%)		18,204.30
Subtotal		$
Credit for		
Estimated Net Authorization, Construction		$ 229,576.45

APPROVED

Road Design Engineer

Rec'd
2-14-80
L

H

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 2
Date 2-7-80
County Polk
Name McGill
2-12-80

Section Court W.y W. - Jackson St. W. (Monmouth)
Kind Of Work Grading & Paving
Length 0.24 miles

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization		All	All	(8%)	14,600^{00}
	Temporary Protection and Direction of Traffic		All	All	—	1,492^{00}
	Temporary Signs		Sq. Ft.	166	6^{00}	996^{00}
	Temporary Barricades		Each	10	125^{00}	1,250^{00}
	Flagmen		Hour	320	21^{00}	6,720^{00}
	ROADWORK					
	Removal of Structures and Obstructions		All	All	—	15,000^{00}
	General Excavation		Cu. Yd.	2,260	8^{50}	19,210^{00}
	Trench Excavation		Cu. Yd.	320	15^{00}	4,800^{00}
	Finishing Roadbed and Slopes		All	All	—	2,000^{00}
	Furnishing and Placing Topsoil		Cu. Yd.	395	8^{00}	3,160^{00}
	Coarse Aggregate Base		Ton	3,120	8^{00}	24,960^{00}
	3/4"-0 Aggregate Base		Ton	520	9^{50}	4,940^{00}
	Class "B" Asphalt Concrete		Ton	1,350	30^{00}	40,500^{00}
	8-inch Culvert Pipe		Lin. Ft.	46	11^{00}	506^{00}
	10-inch Sewer Pipe		Lin. Ft.	272	12^{00}	3,264^{00}
	12-inch Sewer Pipe		Lin. Ft.	354	18^{00}	6,372^{00}
	Extra for Pipe Under Pavement		Lin. Ft.	90	15^{00}	1,350^{00}

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 2
Date 2-7-80

ction Court Way W. - Jackson St. W. (Monmouth) County Polk
ind Of Work Grading & Paving Length 0.24 miles Name McGill

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Concrete Manholes		Each	4	1500.00	6,000.00
	Concrete Inlets, Type CG-1		Each	12	550.00	6,600.00
	Concrete Walks		Sq. Yd.	620	17.00	10,540.00
	Concrete Driveways		Sq. Yd.	60	25.00	1,500.00
	Concrete Curbs		Lin. Ft.	3,200	5.00	16,000.00
	SIGNING					
	Wood Sign Posts		All	All	—	3,780.00
	Type "C" and "D" Signs in Place		Sq. Ft.	73	10.00	730.00
	Type "EE" Signs in Place		Sq. Ft.	6	12.00	72.00
	Type "T" Signs in Place		Sq. Ft.	44	12.00	528.00

15,[illegible]

FORM 734-1735 (1-70)

713

CON 5

DATE: June 5, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey
Ass't. State Hwy. Engr.

SUBJECT: Notification Contract Work Started
Federal-aid Project Number
M-6685(1)

Contract 9113, Work Started June 2, 1980 - different

Project Court Way W.-Jackson St. W.(Monmouth)

Highway FAU 6685 (Monmouth Ave. N)

County Polk

RDC:mk

cc: R. D. Church

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION Court Way W. - Jackson W. (Monmouth)		WEEK ENDING May 31,1980
		SECTION PREFIX [illegible]
HIGHWAY Monmouth Ave. FAU 6685		COUNTY Polk
NAME OF Court Way W.-Jackson St W. (Monmouth)	KIND OF WORK Grading, Paving, Signing	
CONTRACTOR Wildish Corvallis Const. Co.	CONTRACT NUMBER [illegible]	FEDERAL AID PROJECT NUMBER 6685
DATE OF CONTRACT April 2[illegible] 1980	DATE WORK STARTED May 5 1980	ESTIMATED COMPLETION DATE Sept 6 1980
AVERAGE FORCE ON PROJECT FOR THE WEEK	SPECIFIED WORK DAYS [illegible]	WORK DAYS USED
MEN SUPERVISION	SPECIFIED CALENDAR DAYS 125	CALENDAR DAYS USED 26
PROJECT AUTHORIZATION $ 193,829.97	SPECIFIED COMPLETION DATE Sept. 6 1980	PERCENT OF TIME ELAPSED 20%
EXCLUSIVE OF ENGINEERING $ 178,460.19	ENGINEERING AUTHORIZATION $ 15,369.78	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 1%
ESTIMATED COST OF COMPLETED PROJECT EXCLUSIVE OF ENGINEERING $ 188,372.19	ENGINEERING COST TO DATE $ 3,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 2%
ESTIMATED PERCENT OVERRUN ~~UNDERRUN~~ .75 %	PERCENT OF AUTHORIZATION 20 %	DATE PROJECT WAS COMPLETED

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L PROD

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	2260	3540			1350
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO

PERCENT

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	25	Showers	1		
MONDAY	26	Showers	1		
TUESDAY	27	Part-Cloudy	1		
WEDNESDAY	28	Part-Cloudy	1		
THURSDAY	[illegible]	Part-Cloudy	1		
FRIDAY	[illegible]	Part-Cloudy	1		
SATURDAY	[illegible]	Part-Cloudy	1		

RECEIVED
JUN 3 1980
CONSTRUCTION BRANCH

K
Jarkmond
Hopkins
Williams
Johnson
Glenn
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No Work
MONDAY	No Work
TUESDAY	No Work
WEDNESDAY	No Work
THURSDAY	No Work
FRIDAY	No Work
SATURDAY	No Work

REMARKS

SIGNED Don Thurston LOCATION Salem

Don Thurston Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

4-1-80

```
MAIN ST-CLAY ST(MONMOUTH)      CONT NO      * FA PROJ NOS M    680001 100                                    STATE
                                327    1951      296       00 N 9                                 5,183.64CR
                                327    1951      298       00 N 9                                 5,183.64
                                327    1951      901       00 P 1                                 3,0[illegible].47
                                327    1951      902       00 P 1                                    4[illegible].13
                                327    1951      905       00 P 1                                 1,603.89
                                327    1951      910       00 P 1                                   6[illegible].80
                                327    1951      914       00 P 1                                   118.43
                                327    1951      921       00 P 1                                   523.91
                                327    1951      923       00 P 1                                    10.91
                                                 TOT       P1                                     6,041.54
                                           ** JOB TOTALS **              **                **     6,041.54  **

MAIN ST-LACREOLE, DALLAS       CONT NO        FA PROJ NOS M    120001 100                                    STATE
                                327    1957      295       00 N 9                                 1,820.00
                                327    1957      296       00 N 9                  5,533.16CR    30,9[illegible]0.00CR
                                327    1957      298       00 N 9                  5,533.16      29,160.00
                                327    1957      901       00 P 1                                21,297.62
                                327    1957      901       00 N 1                                   104.27
                                327    1957      902       00 P 1                                    49.29
                                327    1957      903       00 P 1                     21.80          21.80
                                327    1957      905       00 P 1        15.60       804.21       4,321.39
                                327    1957      907       00 P 1                      2.40           2.40
                                327    1957      909       00 P 1                  2,240.55       4,857.69
                                327    1957      910       00 P 1                    409.00       1,811.82
                                327    1957      911       00 P 1                                   168.15
                                327    1957      913       00 P 1                  1,282.92       1,546.56
                                327    1957      914       00 P 1                     10.80         146.30
                                327    1957      918       00 P 1                                    91.65
                                327    1957      920       00 P 1                                    12.14
                                327    1957      922       00 P 1                     24.63          3[illegible].76
                                327    1957      950       00 P 1                                    95.61
                                                 TOT       P1            15.60     4,796.31      34,454.18
                                                 TOT       N1                                       104.27
                                           ** JOB TOTALS **   15.60  **  4,796.31  **  34,558.45  **

COUNT WAY-JACKSON ST(MONMOUTH CONT NO         FA PROJ NOS M    685001 100                                    STATE
                                327    1959      296       00 N 9       288.26CR   6,279.12CR    17,085.15CR
                                327    1959      297       00 N 9                                 1,015.00
                                327    1959      298       00 N 9       288.26     6,279.12      16,070.15
                                327    1959      901       00 P 1        56.28       534.52       6,524.70
                                327    1959      901       00 N 1                    128.18CR       128.18CR
                                327    1959      905       00 P 1       149.88     2,365.81       4,352.55
                                327    1959      909       00 P 1                      7.92       1,397.10
                                327    1959      910       00 P 1        75.48       482.34       1,619.75
                                327    1959      911       00 P 1                    257.46         914.58
                                327    1959      913       00 P 1                     17.45          17.45
                                327    1959      914       00 P 1                    127.37         223.92
                                327    1959      915       00 P 1                      4.80           4.80
                                327    1959      918       00 P 1                                    16.20
                                327    1959      320       00 P 1       107.88       121.95         134.0[illegible]
                                327    1959      921       00 P 1       737.92       737.92         737.92
                                327    1959      922       00 P 1                     26.00          26.00
                                327    1959      923       00 P 1                     51.08         35[illegible].90
                                327    1959      950       00 P 1                                 3,538.8[illegible]
                                                 TOT       P1         1,127.44     4,734.62      19,863.77
                                                 TOT       N1                        128.18CR       128.18CR
                                           ** JOB TOTALS **  1,127.44  **  4,606.44  **  19,735.59  **
```

670 =
11,840
pd. 12/5
11-20-78

March 28, 1980

CON 4

City of Monmouth
City Hall
Monmouth, Oregon 97361

Attn: Ronald S. Peterson
City Manager

Gentlemen:

On March 27, 1980 a satisfactory bid was received from Wildish Corvallis Construction Co., P.O. Box 987, Corvallis, Oregon 97330 for construction on the Court Way - Jackson Street Section, FAU 6695. The advance deposit based on the anticipated construction cost of their bid is as follows:

Bid Items	$165,375.30
Permanent Pavement Striping	$ 1,400.00
P.C.E. (Electric)	1,500.00
City of Monmouth (Water)	2,500.00
4 1/2% Contingencies	7,684.89
[illegible]% Engineering	15,369.78
ESTIMATED TOTAL COST	$193,829.97

City's Advance Deposit:
6% of $193,829.97 = $11,629.80 or say $ 11,600.00.

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than April 18, 1980.

The attached sheet defines the three options for making your advance deposit. Please select the option you desire and submit your advance deposit in accordance with the instructions.

Very truly yours,

D. E. SWAN

D. E. Swan
Operation Programming Engineer

FFH:pf

bcc w/AD # 754: Phil Stearns, Region 2 Federal Aid Engineer
Vern Skoog - Please return completed AD # 754 when check is received.

4-23-80
Rec'D $11,600
V

4-23-80
Requested Stearns tell
City if check not here
today we get extension
from [illegible]
V A

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: FILE

DATE: March 20, 1980

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
March 27, 1980 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened March 27, 1980 on the following projects:

1. Willamette River (Harrisburg) Bridge
   Albany-Junction City Highway
   Lane and Linn Counties
   Painting Steel Bridges

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. CBD Signal System Expansion in Portland
   CBD Portland
   Multnomah County
   Traffic Signals

   Same as No. 1.

3. S.W. Macadam Avenue at S.W. Hamilton Court
   City Streets, Portland
   Multnomah County
   Traffic Signals

   Same as No. 1.

4. Multnomah County Operations and Maintenance Facility
   Phase 2
   Multnomah County
   Building Construction

   Same as No. 1.

5. SPRR X'ing at S.E. Lawnfield Road
   S.E. Lawnfield Road
   Multnomah County
   Grading and Paving

   Upgrading of railroad crossing. Maximum roadway with at tracks 30 feet, tapering to 24 feet at ends of project.

5. (continued)

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states, "footpaths and trails are not required to be established ... if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

6. Fremont Junction-Hackett Drive
The Dalles-California Highway
Deschutes and Klamath Counties
Paving

Shoulder/bicycle lanes will be striped and signed on this project.

7. Grayback Creek
Oregon Caves Highway
Josephine County
Grading, Slide Correction

Same as No. 1.

8. Fuego Road-Forge Road
The Dalles-California Highway
Klamath County
Paving

Overlay of existing surface. Four-foot shoulders available for bicycle and pedestrian use.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established ... where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

9. Jackson Creek Road-Hot Springs Road
I.O.N. Highway
Malheur County
Paving

Four-foot shoulders available for bicycle and pedestrian use.

Same as No. 8.

10. Willow Creek Bridge
Ione-Gooseberry Road
Morrow County
Structure

Ten-foot travel lanes with four-foot shoulders available for bicycle and pedestrian use.

Same as No. 8.

11. Court Way W.-Jackson St. W. (Monmouth)
Monmouth Avenue, North
Polk County

Six-foot shoulder bikeways provided for bicycle use and sidewalk with curb ramps provided for pedestrians.

12. Wenaha River (Troy) Bridge
FAS Route B630
Wallowa County
Structure

Twenty-eight-foot roadway on structure and approaches. Aggregate surfacing on approaches.

Same as No. 8.

13. Rock Creek Bridges
Keasey Road
Columbia County
Structures

Twenty-seven-foot, six-inch roadway on structures. Twenty-four-foot roadway with three-foot aggregate shoulders on approaches.

Same as No. 8.

14. Bully Creek Road-Ritter Junction
Pendleton-John Day Highway
Grant County
Paving

Twenty-two-foot roadway with three-foot shoulders.

Same as No. 8.

15. Ritter Junction-Long Creek
Pendleton-John Day Highway
Grant County
Paving

Twenty-two-foot roadway with three-foot shoulders.

Same as No. 8.

16. Valley of The Rogue State Park
Jackson County
Sewer Construction

Same as No. 1.

17. West Interchange, Sellwood Bridge
Macadam Avenue, Portland
Multnomah County
Structures

Bridge ramp improvement. A pedestrian-bicycle ramp overcrossing, pedestrian stairway and curb ramps will be constructed on this project.

RPS:ja

cc F. B. Klaboe
E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1113

FEDERAL AID PROJECT NO. 685(1)

STATE PROJECT NO. see below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO. 90013

COUNTY NAME Polk

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 17 '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

3/18

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
3/5/80	3/5/80	FAU 6883
		STATE ROUTE NUMBER City Street

GENERAL LOCATION:
Court Way - Jackson Street (Monmouth)

GENERAL DESCRIPTION OF WORK:
Grade and Pave

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (*Specify*) Permanent Pavement Striping S.F. $1,400

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 3/4/80 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $198,270 Federal Funds $174,775.

A signed copy of the Title Sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3/5/80	G. K. Hassan	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975 611-656

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 2/26/80

Donald R. [illegible]

Mar. 27, 1980 Bid Letting ______ All Clear Deadline

SECTION Court Way-Jackson St. (Monmouth)
Highway City Street
County Polk Region 2
Type of Work GP Funds FAUS
State___ Consultant ___ Plans Avail.___Yes ___No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	☒					
Negative Declaration	☒					
Project Assessment		☒			☒	
Write-off Letter	☒					
PERMITS:						
Division of State Lands	☒					
D.O.G.M.I.	☒					
Corps of Engineers	☒					
Coast Guard	☒					
Co. Conditional Use	☒					
NPS Air Pollution	☒					
NPS Water Pollution	☒					
CULTURAL:						
Cultural Survey		☒			☒	
Cultural Salvage	☒					
NOISE:						
Noise Study		☒			☒	Statewide

1-16-80

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

113

FEDERAL AID PROJ. M-6685(1)

STATE PROJECT NO. See below

COUNTY NAME Polk

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 90013

FROM:

G. L. Green, Division Administrator

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

RECEIVED
STATE HWY ENG
JAN 22 '80
REFER TO.
FOR

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 1-16-80

FEDERAL ROUTE NUMBER FAU 6685

STATE ROUTE NUMBER City Street

GENERAL LOCATION:

Court Way - Jackson Street (Monmouth)

GENERAL DESCRIPTION OF WORK:

Utility Adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) Utility Adjustment
Oregon College of Education

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 1-10-80 you are now authorized to proceed with the actual adjustments for Oregon College of Education's electric facilities relocation. Since OCE is not equipped to perform this work I approve the use of Electric Corporation and City of Monmouth Electric Department, based on documentation submitted, to perform the necessary work on an actual cost basis not to exceed $1,180 with Federal participation limited to $950. I approve the Agreement with Oregon College of Education.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

DATE 1-16-80

SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970-721-818

1859

[redacted]
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
E. S. HUNTER

ROW 18-4

January 10, 1980

Mr. G. L. Green
Division Administrator
Federal Highway Administration
530 Center Street NE, Suite 100
Salem, OR 97301

Electric Facilities Relocation
Oregon College of Education
Court Way-Jackson Street (Monmouth)
Section
Monmouth Avenue
Polk County
Project No. M-6685(1)

Dear Mr. Green:

Here is a copy of an estimate of cost to adjust Oregon College of Education's electric facilities dated July 13, 1979, and a sketch showing their proposed relocation.

A certification prepared by Don Bedford as to the College's rights in the land occupied by their facilities is in our files.

A copy of the relocation letter to the College dated October 31, 1979 was previously supplied your office.

An appropriate permit for the utility's proposed relocation will be issued as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a segment of facilities less than one mile in length.

There will be no betterment derived from the proposed adjustment of the College's facilities.

The College plans to utilize the City of Monmouth Electric Department to relocate the conflicting poles and Electric Corporation for the related electric work. The College has used both in the past for small projects without entering into a formal agreement or competitive bids. Evidence of prior use is attached.

RECEIVED
TECHNICAL SERVICES
JAN 14'80
REFER TO
FOR
Info Inves R/D D/R Sign Act File

[illegible] (Rev 7-77)

Your approval of the actual cost agreement, as evidenced above, and authorization to proceed with the work under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $1,180.00.

Yours truly,

D E Swan

D. E. Swan
Operation Programming Engineer

DES/vlw
Enc.
cc: E. S. Hunter ✓
Jack M. Cartwright
Don Bedford

117 DOT Building
Salem, Oregon 97310

Attention: Right-of-Way Section

ghway # 727
Prefix 327-1950

Subject: Federal Aid Project No. M-6685(1)
Project Name Court Way — Jackson St. (Monmouth) Monmouth Ave.

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at MONMOUTH, Oregon, this 8th day of JANUARY, 1980

City of MONMOUTH

RECEIVED
4 1980
DISTRICT II
R/W. OFFICE

Certified By:

Regional Right-of-Way Supervisor
Date 1-15-80

William M. Homer
Mayor

City Recorder

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/76

9113

Monmouth

STATE OF OREGON **INTEROFFICE MEMO**

Highway - Traffic
DEPT.

378-6537
TELEPHONE

TO: D. O. Christensen
Final Design Engineer

ATTN: Lyle Watson

DATE: November 28, 1979

FROM: L. E. George
Traffic Engineer

SUBJECT: Signing
Court Way West-Jackson Street
(Monmouth) Section
FAU 6685 (Monmouth Avenue North)
Polk County

Attached are two prints of the approved sign study plans for the above-named section.

L. E. George
Traffic Engineer

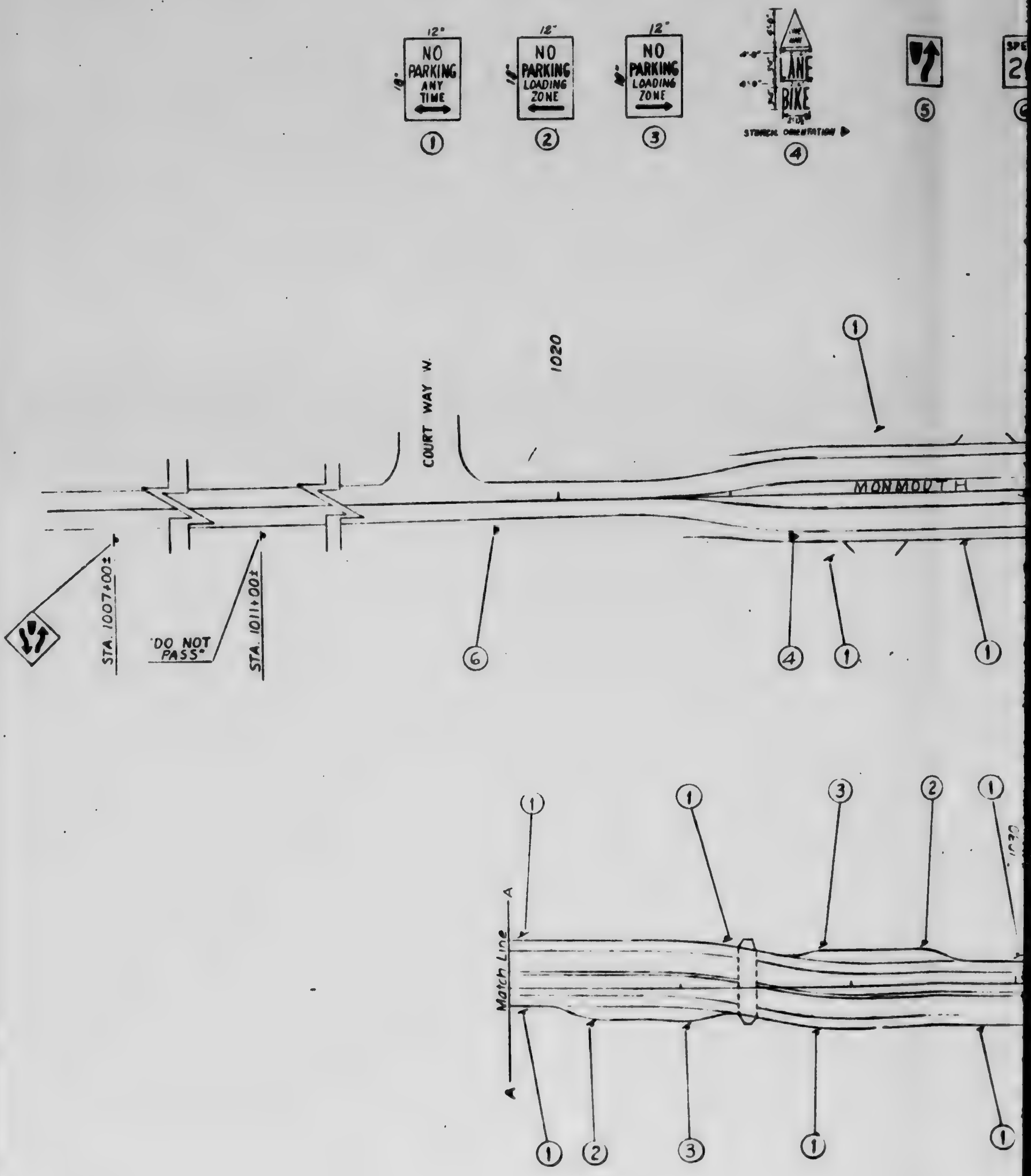
ELS:jrb

Attachment

cc w/attach.: C. O. Fredrickson
R. Kuehn
F. T. Lacey

REFERRED TO
1 Beard 11/18 Staudenmeyer
Cole Sample
2 Watson TU
Eriksen Lau
Hager Dorn
Return, Discuss, Do File Copy Due
BY FINAL DESIGN ENGINEER

Versteeg
Anderson
1 Christensen Doc
Sullivan
RECEIVED
NOV 29 1979
ROAD DESIGN SECTION
Action


12"
18"
NO PARKING ANY TIME
①
12"
18"
NO PARKING LOADING ZONE
②
12"
18"
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③
LANE BIKE
STENCIL ORIENTATION
④
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SPE
2
1020
COURT WAY W.
MONMOUTH
STA. 1007+00±
"DO NOT PASS"
STA. 1011+00±
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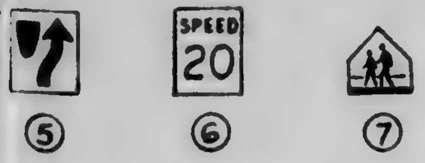
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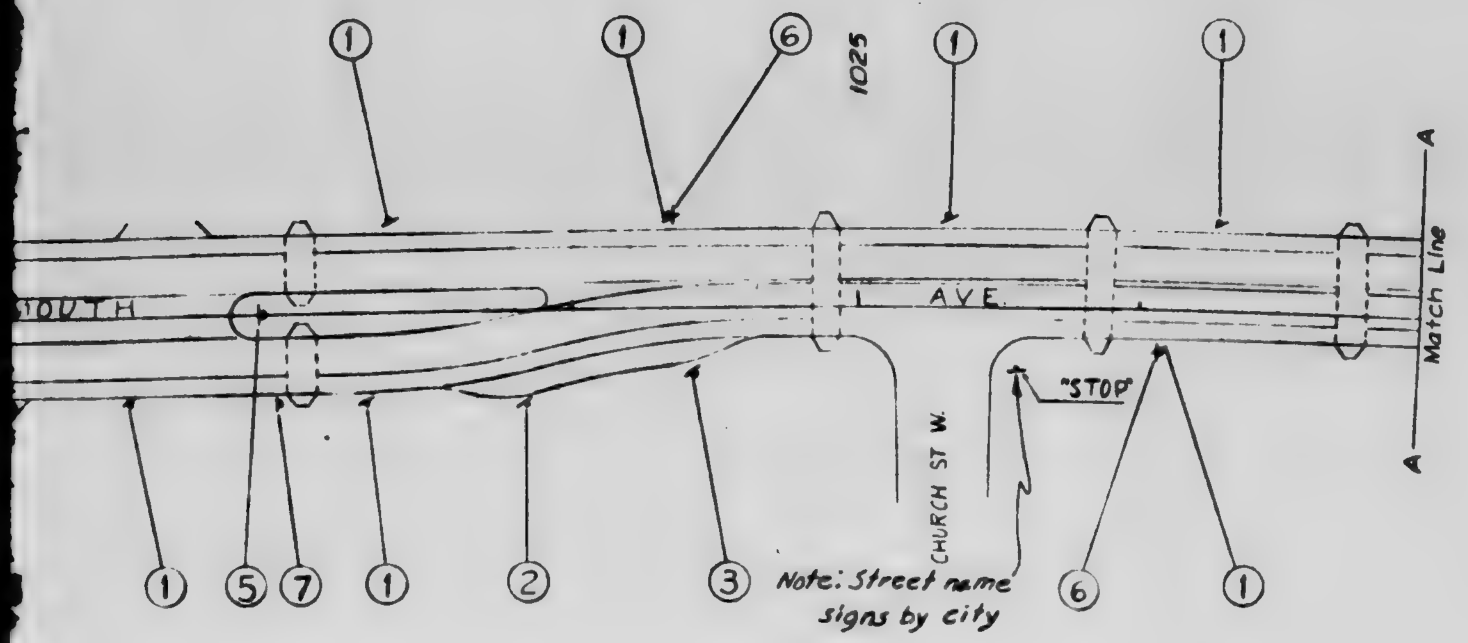
①
①
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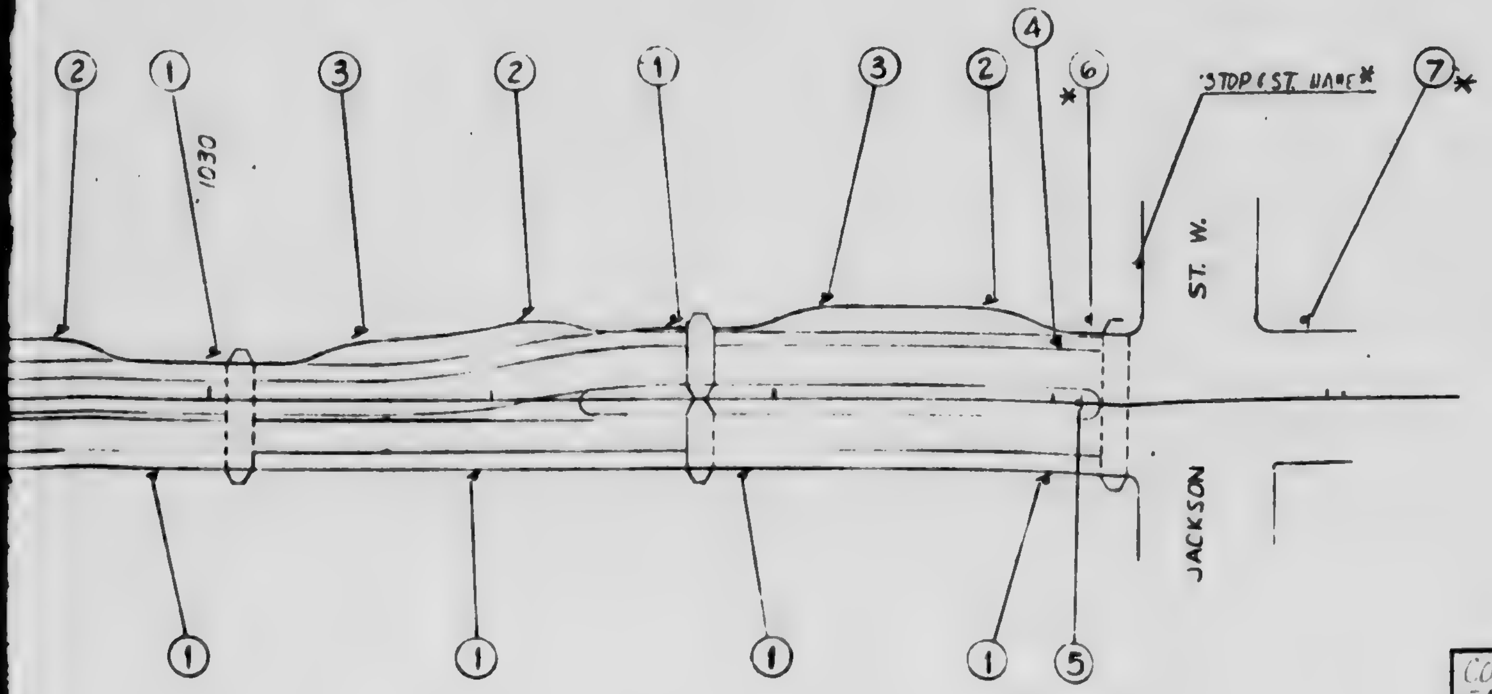
1025
①
①
A
Match Line
A
MOUTH
AVE.
CHURCH ST W.
"STOP"
①
⑤
⑦
①
②
③
⑥
①

Note: Street name signs by city


②
①
1030
③
②
①
③
②
④
*⑥
"STOP & ST. NAME"*
⑦*
ST. W.
JACKSON
①
①
①
①
⑤

Ronald S. Peterson
11 14 79

* EXISTING SIGNS TO REMAIN IN PLACE

SIGNING PROJECT

COURT WAY W.-JACKSON ST. (MONMOUTH)
FAU 6485(Monmouth Ave N) ~ POLK COUNTY

Action	Date	Signature	Title
Submitted	10-22-79		Traffic Control Engr.
Approved	11-1-79		Sign Engineer
"	11/23/79		Traffic Engineer
"			Asst. Hwy. Engr.
Accepted	11/26/79		

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AI OR AUTHORIZATION

FEDERAL AID PROJECT NO.
M-6685(1)

STATE ECT NO.
See below

COUNTY NAME
Polk

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

FROM:
Mr. G. L. Green
Division Administrator

PROGRAM NO.

ITEM NO.
90013

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

11/23
[illegible]

RECEIVED
STATE HWY ENGR
NOV 23 '79
REFER TO
[illegible]
FOR
Info

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE
11-20-79

FEDERAL ROUTE NUMBER
FAU 6685

STATE ROUTE NUMBER
City Street

GENERAL LOCATION:
Court Way - Jackson Street (Monmouth)

GENERAL DESCRIPTION OF WORK:
Program Change and Utility Adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) See below

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 10-25-76 I approve the program change adding uitlity adjustments to the character of proposed work. Also as requested you are now authorized to proceed with the actual adjustments of the City of Monmouth's water facilities. Reimbursement on an actual cost basis estimated to be $2,052 with Federal participation limited to $1,808 is approved. I approve the agreement with the City of Monmouth.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-Aid Program Manual

DATE
11-20-79

SIGNATURE OF APPROVING OFFICIAL
G. K. [illegible]

TITLE
for Division Administrator

IM PR-1240
V. 8-70)

EXISTING STOCKS OF FORM PR 1240 (REV 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

Monmouth

STATE OF OREGON **INTEROFFICE MEMO**

Highway - Traffic 378-[illegible]7
DEPT. TELEPHONE

TO: G. O. Fredrickson
Region II Engineer

DATE: November 5, 1979

FROM: L. E. George
Traffic Engineer

SUBJECT: Signing
Court Way N.-Jackson Street
(Monmouth) Section
FAU 665 (Monmouth Avenue N.)
Polk County

Attached are six copies of our sign study plans showing proposed sign installations on the above-named section.

Please review these plans and send us your comments and recommendations. Also, submit two copies of the plans to the city for their review. [illegible] the city should note any suggestions for changes, sign in the space provided and return the plans to you for prompt return to this office.

We request your reply by November 21 to enable completion of the plans for contract.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

ELS:jrb

2

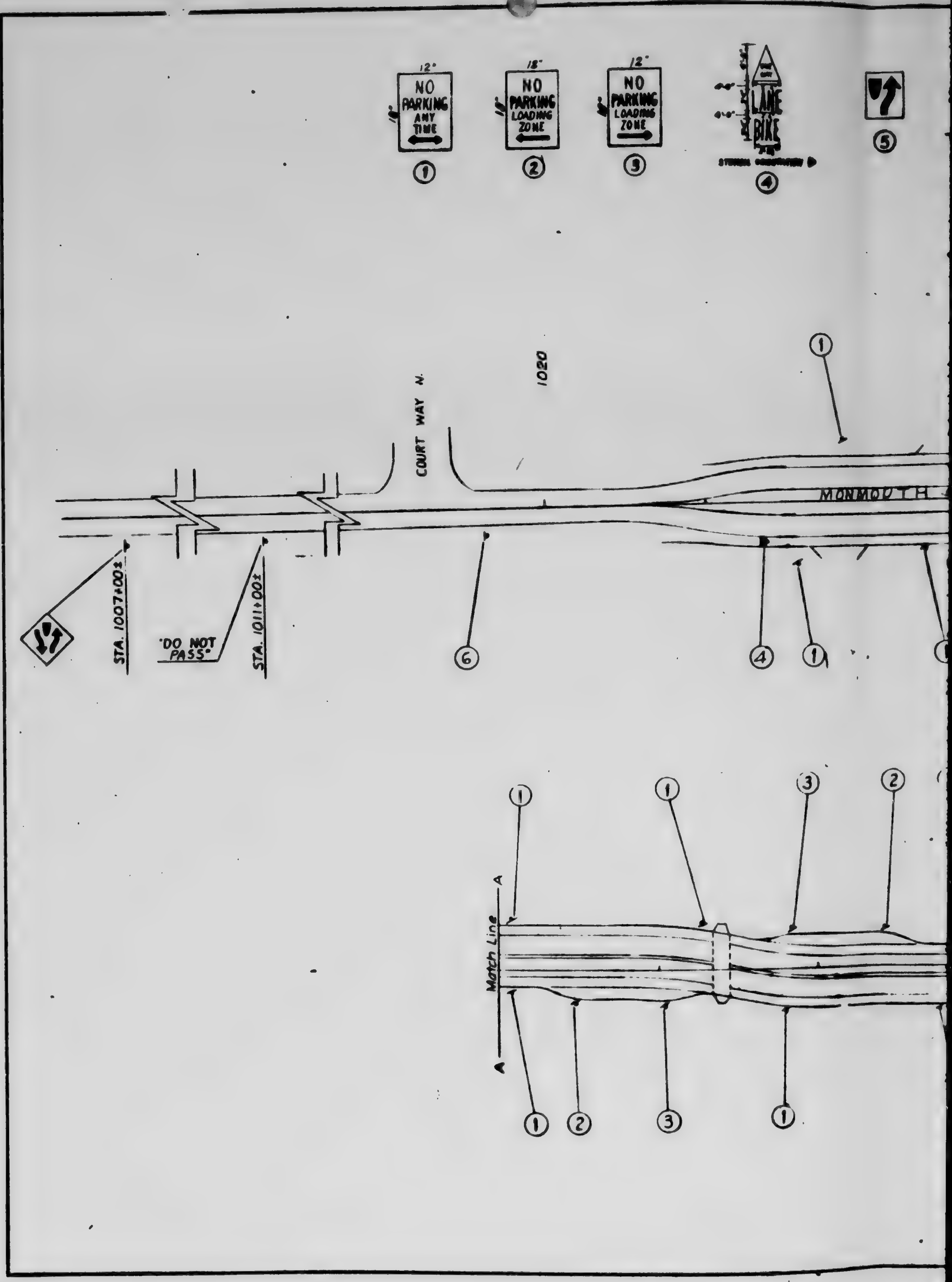
✓ LW

Attachment

cc w/attach.: D. O. Christensen
F. T. Lacey
R. Kuehn

Verstoeg
Anderson
Christensen DOC
Olson
Sullivan
Terpin
Trout
Wakeling

RECEIVED
NOV 6 1979
ROAD DESIGN
SECTION


12"
NO PARKING ANY TIME
①
18"
NO PARKING LOADING ZONE
②
12"
NO PARKING LOADING ZONE
③
LANE BIKE
④
⑤
1020
COURT WAY N.
MONMOUTH
①
STA. 1007+00±
"DO NOT PASS"
STA. 1011+00±
⑥
④
①
Match Line
A
①
①
③
②
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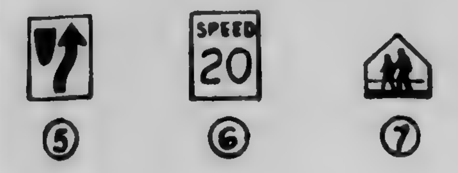
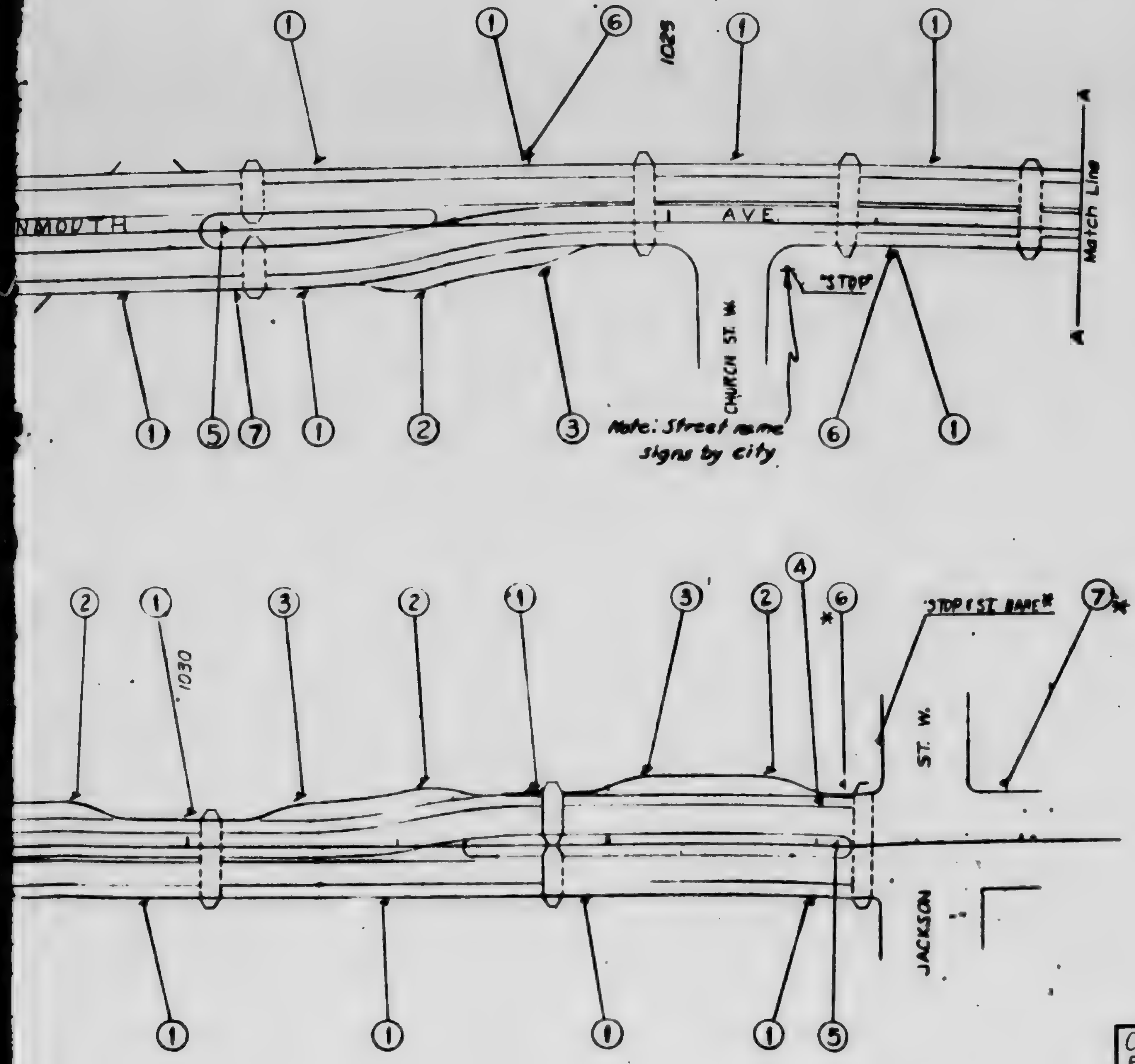
③
①


SPEED
20
⑤
⑥
⑦


①
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1025
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A
NMOUTH
AVE.
Match Line
A
"STOP"
CHURCH ST. W.
①
⑤
⑦
①
②
③
Note: Street name signs by city
⑥
①
②
①
1030
③
②
①
③
②
④
⑥
*
"STOP & ST. NAME"*
⑦*
ST. W.
JACKSON
①
①
①
①
⑤

* EXISTING SIGNS TO REMAIN IN PLACE

SIGNING PROJECT

COURT WAY W. - JACKSON ST. (MONMOUTH)
FAU 6685 (Monmouth Ave N) ~ POLK COUNTY

Action	Date	Signature	Title
Submitted	10-29-79		Traffic Control Eng
Approved	11-1-79		Sign Engineer
●			Traffic Engineer
●			Asst. Hwy. Engr.
Accepted			

~~ROBERT W. STRAUB~~
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
TECHNICAL SERVICES
OCT 2[illegible] 79
REFER TO
FOR
File
Act
Sign
D/R
R/D
[illegible]
Info

ROW 18-4

October 25, 1979

Mr. G. L. Green
Division Administrator
Federal Highway Administration
530 Center St., NE, Suite 100
Salem, OR 97301

Water Facilities Adjustment
City of Monmouth
Court Way W.-Jackson St. W.
Monmouth Avenue
Polk County
Project No. M-6685(1)

Dear Mr. Green:

Here is a copy of an estimate of cost to adjust the City of Monmouth's water facilities dated October 19, 1979.

A certification prepared by Don Bedford as to the City's rights in the land occupied by their facilities is in our files.

The conflict was anticipated. The City is responsible for the relocation of utilities on this project. The City submitted this estimate as soon as the conflict was known. The relocation agreement will consist of the estimate submitted herewith and our letter authorizing the City to proceed with the work.

An appropriate permit for the utility's proposed relocation will not be issued as it is a City owned utility on City street.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a segment of facilities less than one mile in length.

There will be no betterment derived from the proposed adjustment of the City's water facilities.

Your approval of the actual cost agreement, as evidenced above, and authorization to proceed with the work under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $2,052.

Yours truly,

D E Swan

D. E. Swan
Operation Programming Engineer

JMC:mm
Enc.
cc: E. S. Hunter, Jack M. Cartwright, Don Bedford

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

9112

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. M-6685(1)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 90013

COUNTY NAME Polk

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:
Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

10-29

RECEIVED
STATE HWY ENGR
OCT 29 '79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 10-25-79

FEDERAL ROUTE NUMBER FAU-6685

STATE ROUTE NUMBER City Street

GENERAL LOCATION:
Court Way-Jackson Street (Monmouth)

GENERAL DESCRIPTION OF WORK:
Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (*Specify*) Program Change
See Below

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of October 18, 1979 I approve the revised preliminary engineering costs to a TEC of $19,700 with Federal participation limited to $16,245. (Increase TEC $7,200 - Federal Funds $6,175)

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-25-79		for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

★ U.S. GOVERNMENT PRINTING OFFICE: 1979-721-816

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 3 Sheets

Section Court Way W. ~ Jackson St. W. (Monmouth)
Highway FAU 6685 (Monmouth Ave) County Polk Prefix
Length 0.24 Miles Designer Watson-Mann Date 9-20-79
Signed Title

Grading & Drainage		$
Surfacing		$
Extra Work		$ 178,881
	$	
	$	
	$	
	$	
	$	
	$	
	$	
	$	
	$	
	$	
TOTAL EXTRA WORK		$
TOTAL		$ 178,881
+ 20% Engineering and Contingencies		$ 36 119
Structures		
	$	
	$	
	$	
	$	
TOTAL STRUCTURES		$
Right of Way		$
TOTAL ESTIMATED COST (Priced for Oct. '79 letting) . . .		$ 215,000

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 3
Date 9-20-79

Section Court Way - Jackson (Monmouth)
County Polk
Kind Of Work Grading & Paving
Length 0.24
Name Mann
(priced for Oct. '79 Letting)

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization 8%					\$13,250
	Temporary Protection & Direction of Traffic		All			6,000
	Flagging		Hours	320	20^{00}	6,400
	Clearing & Grubbing		All			1000
	Removal of Structures & obstructions		All			15,000
	General Excavation		C.Y.	2260	7^{50}	16,950
	Trench Excavation		C.Y.	325	15^{00}	4875
	Finishing Roadbed & Slopes		All			2000
	Watering		M.Gal	21	10^{00}	210
	Aggregate Base		Ton	3510	8^{00}	28,080
	Aggregate Leveling Course		Ton	585	8^{50}	4972
	Asphaltic Conc. Mix		Ton	1385	16^{00}	22,160
	Asphalt in Mix		Ton	85	110^{00}	9350
	8" Culvert Pipe		Lin. Ft.	46	9^{00}	414
	10" Sewer Pipe		" "	280	10^{00}	2800
	12" " "		" "	378	15^{00}	5670
	Manhole (12')		each	1	1200	1200
	Manhole (15'-20')		"	3	1500	4500
	Concrete Inlet, Type CG-1		"	12	500	6000

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMAT

Sheet 3 of 3
Date 9-20-79

Section Court Way - Jackson st. (Monmouth)
County Polk
Kind Of Work
Length
Name

No	Item	Code	Unit	Quant.	Unit Cost	Total
	P.C. Conc. walk		sq. yd.	600	17^{00}	10,200
	Driveways		" "	60	25^{00}	1500
	Conc. Curb, Type "C"		C.Y.	80	150^{00}	12,000
	" " , Type B-1		C.Y.	20	150^{00}	3,000
	Under Pavement		Lin Ft	90	15^{00}	1350
	Total					178,881

9113

Monmouth

ROAD DESIGN SECTION 378-6558

J. B. Boyd
Manager, Right of Way

June 14, 1979

J. H. Versteeg
Road Design Engineer

File 50573-State Board of Higher Education
Court Way-Jackson Street (Monmouth) Section
Monmouth Avenue (City Street)
Polk County

Attached is a two-parcel description, an authorization, and prints for the subject project, scheduled 9-20-79.

A print of the complete Map 10C-51-7 is also attached.

ORIGINAL SIGNED BY
W. H. WAKERLIG

By: W. H. Wakerlig
Right of Way Description Engineer

WHW:cj
Attachments

Courtney - Jackson - Monmouth

17

April 12, 1979

The Honorable William M. [illegible]
Mayor, City of Monmouth
City Hall
Monmouth, Oregon 97361

Dear Mayor [illegible]:

To meet your request that the bulk of the Monmouth Avenue construction be completed by September 1979, we would need final plans now and calling for the opening of bids at our scheduled May 24 or June 28 bid opening.

Unfortunately, we do not have even preliminary plans [illegible] [illegible] in mind a fair priority with other necessary work. We were apparently too optimistic in discussing this project for [illegible] construction with your staff last fall. We are now expediting plan development. Even so, we do not anticipate calling for bids before September.

This leaves your City with the choice of contracting [illegible] possibly some work completed before the [illegible], or postponing the project entirely until early next year.

I am instructing my staff to expedite their preliminary plans and [illegible], to meet with your staff and review [illegible] construction details at an early date. Your [illegible] to contracting late this year or early next year [illegible], either in advance of that meeting or at that meeting.

Sincerely,

[illegible]
Director of Transportation

6-8-79 Stearns says City has decided to go to contract in March 1980.

cc [illegible], President
Oregon College of Education

[illegible]
City Manager

bc H. S. Coulter
D. W. Aschring
J. H. Versteeg
C. O. Fredrickson
E. S. Hunter
F. E. Terpin

GW:pf fn

MAYOR
Bill Horner

COUNCILMEMBERS:
Dee Bridges
Linda Glaeser
Wes Hedlund
James H. Herzog
Gail C. Meyer
Richard T. Scott

City of Monmouth
151 West Main Street
Monmouth, Oregon 97361

CITY MANAGER
Ronald S. Peterson

RECORDER-TREASURER
Joan E. Howard

March 23, 1979

RECEIVED
STATE HWY ENGR
MAR 27'79
REFER TO
[illegible]
FOR

Info	Issues	R/D	DxR	Sign	Act	File
		✓				

3/28
[illegible]

Department of Transportation
Attention: Fred Klaboe
135 Transportation Bldg.
Salem, Oregon 97310

Re: Monmouth Avenue

Dear Mr. Klaboe:

It has come to my attention that the scheduled construction work for re-doing a portion of Monmouth Avenue has been delayed.

A time table prepared by the Engineering Department of the Department of Transportation had indicated that the actual construction work would have started in June and the bulk of the work completed by September, 1979. That would have been very advantageous to have the work being done during the summer months when the students are not in attendance at OCE. The portion of Monmouth Avenue is within the Oregon College of Education campus.

I would appreciate it if you could assist in expediting the engineering work so that actual construction can begin in June, 1979. It is my understanding that the President of the Oregon College of Education, Gerald Leinwand, is quite concerned about the possible delay. I believe he too would like the original schedule to be kept, namely work begun in June, 1979 and the bulk of the work completed by September, 1979.

If there is anything further I can do as Mayor of the City of Monmouth to expedite this process I would certainly be more than willing to do so after being apprised. Thank you very much.

Very truly yours,

William M Horner

William M. Horner
Mayor

RECEIVED
DOT DIRECTOR
MAR 26 '79
REFER TO
Coulter
FOR

Info	Issues	R/D	D/R	Sign	Act	File
		X				

WMH:ld
cc: Gerald Leinwand
cc: Ron Petersen

MONMOUTH — A FULL SERVICE CITY

H. S. Coulter
State Highway Engineer

April 10, 1979

Gerald Wimer Gerald Wimer
Local Government Engineer

Court Way-Jackson Street Section
Monmouth Avenue North
City of Monmouth, FAU Project

You asked that I look at the old PMS reports to determine why it didn't call attention to the earlier need to expedite this project.

The December report showed it for the first quarter of 1980. The January report showed it one month late for July 26 and the February report showed it on the September 20 Letting.

Some people in the Region may have taken the "early" aspect of the December report as no need for urgency. However, Region should clearly establish at an early date any letting dates they promised and then accelerate their part of the work. In this case other priorities kept them from starting the survey until March 12.

GW:pf

cc: C. O. Fredrickson

4-10-79 Nelson called to say
he never did think this project
could be ready for 1979 const
season. Stearns didn't give
this sort of report. He thinks
project could still be contracted
for const this summer by
added effort by Location & Design

Date 3-29-79 PROJECT MANAGEMENT OFFICE MEMO

Subject Monmouth Ave FAU Project in Monmouth File No.

Received (call) (visit) from

Address

Made (call) (~~visit~~) to John Read Phone

Reason for contact and general discussion: Says Region told Monmouth project completion by start of next school year not possible. Field data completed and turned over to location last Friday. City wants to cut width and introduce curves and islands. Region, per John, doesn't think such good project. Reviewed data with Wells & Hackleman. Discussed with Moehring 3-30-79 and COF. Referred to Region to draft reply

Signature A Nimer

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

FIELD ENGINEER'S WEEKLY REPORT FOR SURVE.S ONLY

ate 3/16 197 9

Week ending 3/17 197 9

ob name Court Way-Jackson St (Monmouth)

Highway Monmouth Avenue N., City Street

ounty Polk

b prefix 327-1959

nticipated per mile cost t survey 15,000

		Unit 1	2	3	4	Total Survey Section
	Unit name					
	Total	0.5				
Staked	Preliminary	0.5				
Staked	Location	--				
Complete	Field	40				
Complete	Office	10				
Survey	Started	3/12/79				
Survey	To be completed	4/30/79	On schedule.			
	stimated construction cost	200,000				

This Week	Salary	855.53
This Week	Other	- 0 -
	Previous total	260.49
	Total (including this week)	1116.02
	Anticipated total	

Authorization	Field (901)	7,500
Authorization	Per cent expended	14.9%
Authorization	Anticipated overrun	

med

Mail address P. O. Box 14030
Salem, Oregon 97310

Title Resident Engineer

REPORT OF WEEK ACTIVITIES

The P-line which is in the center of the existing street has been run, levels and cross sections taken over most of it and much of the topog taken in the field. The cross sections have been plotted to date. We should be able to get most of the field work done next week, though it again is going to be cut up by 2½ days of training classes.

The design work is still under study as to exactly what may be done and be satisfactory to both parties.

RECEIV

NOTED
W N [illegible]

NOTED
G. C. WILLS

INSTRUCTIONS: Original to Salem office [illegible] required

ORFGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT FOR SURVEYS ONLY

Date 3/9 1979

Week ending 3/10 1979

Job name Court Way-Jackson St., Monmouth

Highway Monmouth Ave N., City Street

County Polk

Job prefix 327-1959

Anticipated per mile cost of survey 15,000

		Unit 1	2	3	4
Unit name					
Mileage	Total	0.5			
Mileage – Staked	Preliminary	--			
Mileage – Staked	Location	--			
Per Cent Complete	Field	0			
Per Cent Complete	Office	0			
Date of Survey	Started				
Date of Survey	To be completed	4/30/79			
Estimated construction cost		200,000			

Expenditures		
This Week	Salary	260.49
This Week	Other	--
Previous total		- 0 -
Total (including this week)		260.49
Anticipated total		

Authorization	
Field (901)	7,500
Per cent expended	3.5%
Anticipated overrun	

Mail address P. O. Box 14030
Salem, Oregon 97310

Signed

Title Resident Engineer

REPORT OF WEEK ACTIVITIES

I met with Bill Neifert of the college on Monday to get his input on what is desired. Also attended a meeting in Ted Litchfield's office on Tuesday with Phil Stearns, along with Ron Peterson, the City Manager of Monmouth and John Clark and Bill Neifert of the college. They are extremely anxious to get this on the letting such that the major work will be done by September. We pointed out that this may very well not be possible but that every effort will be made to expedite our work. We may have some design problems. Their wish is to meander the traffic by using islands, etc, in the center of the existing street. Our people are concerned about this from a traffic hazard standpoint. This is being reviewed at present. We will go ahead with the field survey as best we can though the week of 12-16 is pretty well decimated by training classes such that we won't be very efficient.

RECEIVED
MAR 12 1979
LOCATION SECTION

NOTED
G. C. WILLS

NOTED
W. N. HACKLEMAN

December 8, 1978

City of Monmouth
City Hall
Monmouth, OR 97361

Attention: Joan E. Howard
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Gentlemen:

Attached for your records is a fully executed copy of an agreement concerning the Court Way-Jackson Street Section of Monmouth Avenue North, FAU 6635, in Monmouth.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Attachment

bc Gerald Wimer (Agreement attached)

MAYOR
Richard D. Emken

COUNCIL MEMBERS
Brice Caldwell
Daniel G. Cannon
Wesley N. Hedlund
Patricia A. Jaffer
Gail C. Meyer
Judith L. Miller

City of Monmouth
151 West Main Street
Monmouth, Oregon 97361

CITY MANAGER
Ronald S. Peterson

CITY RECORDER
Joan E. Howard

November 16, 1978

Mr. Phillip O. Stearns
Region II Federal Aid Specialist
2960 E. State Street
Salem, Oregon 97310

Dear Sir:

Enclosed are the signed contracts you requested as well as a resolution authorizing those signatures. The City has also forwarded a check in the amount of $1,215 to Highway Accounting so that preliminary engineering can proceed.

The City would appreciate any assistance your office can provide in proceeding with this project. Ideally we would hope that preliminary engineering could be completed this Winter, project put to bid this Spring with construction during the Summer months when the campus of OCE is not in full session.

The City and Oregon College of Education are anxious to work with your office to expedite matters.

Sincerely yours,

Ronald S Peterson
Ronald S. Peterson
City Manager

Holmes

1113

October 24, 1978

City of Monmouth
151 West Main Street
Monmouth, Oregon 97361

Attn: Mr. Ronald S. Peterson
City Manager

Gentlemen:

We have submitted a program to the Federal Highway Administration for approval of the preliminary engineering phase of the Court Way-Jackson Street Section of Monmouth Avenue North Urban System project.

Financial sharing of the preliminary engineering is:

Total P.E.	$12,500.00
Federal Funds	10,070.00
Balance	$ 2,430.00

Local Share:

50% of $2,430.00 = $1,215.00

Please make your check in the amount of $1,215.00 payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

G. W. Wimer
Local Government Manager

GEZ:pf

bcc w/AD # 521: Vern Skoog - Please return completed AD # 521 when check is received.
Region 2 Federal Aid Engineer

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

11-23-78

LETTER OF APPROVAL AND/OR AUTHORIZATION

9113

FEDERAL AID PROJECT NO. M-6685(1)

STATE PROJECT NO. See Below

COUNTY NAME Polk

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 90013

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. F. B. Klaboe
Asst. Director for Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 10-23-78

FEDERAL ROUTE NUMBER FAU-6685

STATE ROUTE NUMBER City Street

GENERAL LOCATION:

Court Way - Jackson St. (Monmouth) Section

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including utility preparatory work
☐ OTHER (Specify) TEC NTE $12,500 - F.F. $10.070

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 10-13-78 letter.

DATE 10-23-78

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE. 1976--626-787

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 13, 1978

TO: G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Federal Aid Manager

SUBJECT: Project Data Submission
Item No. 90013
Project No. M-6685(1)
Court Way - Jackson St. (Monmouth) Section
Polk County

Attached data consists of PR-1 form with project maps.

We request authorization to proceed with all phases of preliminary engineering including utility preparatory work necessary to obtain PS&E approval at an estimated total cost of $12,500 with an obligation of $10,070 in Federal funds.

DRH:pf
Attachments

cc: C. O. Fredrickson (Region 2)
G. Zehner, w/att.

Budget Bureau No. 41-R2067

U.S.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

10-13-78

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* City St., Court Way to Jackson St.(Monmouth) 21 65	ADT	PRESENT 4,200	FUTURE 7,200 (66) (70)	YEAR 98 (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* PE, Gr. & H-T Pave 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER (S) M- 14 23	NUMBER 6685 7

CARD	CLASS OF FEDERAL FUNDS Urban System	COUNTY NAME Polk	CO 05 (14
	NAME OF URBAN AREA Monmouth 17-31	ROUTE NO. U	FEDERAL-AID 6685 (32)
		STATE City St.* (36)	U.S. - - - (37)

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**			0.5	12,500	10,070	1,215	1,215 (City)
5					**ROW**							
5					**CONST** (CODE) TOPICS 6201		"Court Way-Jackson St. (Monmouth) Section"	0.5	187,500	151,090	12,155	24,255 (City)
CARD 1	CODE 1	PREPARED BY DRH					PROJECT TOTALS	0.5	200,000	161,160	13,370	25,470 (City)
1	14	PROGRAM APPROVAL DATES							(16) (23)	(24) (33)	REMARKS	

* Monmouth Ave.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

10-13-78

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

T LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
St., Court Way to Jackson St.(Monmouth)	ADT	4,200	7,200	98	10	Oregon	41	W32	90013

RK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI. DESIG.
Pave								M-	6685	(1)	

Urban System

COUNTY NAME: Polk — CODE: 053

ROUTE NO. U — FEDERAL-AID: 6685 — STATE: City St.* — U.S.: - - -

PROGRAM STAGE ☐ 1 OR ☐ 2

Monmouth

ESTIMATED PROJECT COST BY PHASES

ORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
			0.5	12,500	10,070	1,215	1,215 (City)	Util. Prep. work as required
W								
NST DE) PICS 201		"Court Way-Jackson St. (Monmouth) Section"	0.5	187,500	151,090	12,155	24,255 (City)	ROW - 60' min.; Access Control-none; Parking Restrictions-Partial.
DRH		PROJECT TOTALS	0.5	200,000	161,160	13,370	25,470 (City)	

OVAL DATES

REMARKS

* Monmouth Ave.

-OVER-

USCOMM DUSCOMM-DC 48905-P61

COURT WAY - JACKSON ST. (MONMOUTH) SECTION
PROJECT NO. M-6685 (1)

Existing Facility:

Basic 2-11 foot High-Type paved travel lanes with gravelled parking and loading area from 7-foot to 15 foot each side with curbs and sidewalks.

Adjcent Sections:

North End -- Bituminous surfaced 2-11 foot lanes with 7 foot graveled shoulder and curbs.

South End -- Portland Cement concrete 2-11 foot lanes with 13 foot paved parking and curbs.

Project Data: The proposed work is as follows:

1) All phases of preliminary engineering including utility preparatory work.
2) Grade, drain, high-type pave necessary to provide roadway within the present right-of-way to accommodate 2-12 foot travel lanes, parking lanes, sidewalks, bikeways, planted median areas and incidental work common to this type of project. Utility adjustments as required.

System Actions, Airports, Railroads, Water Developments, Historical and Recreational:

None involved.

FHPM 4-1-4 Requirements:

Exempt from A-95 reviews under working agreements.

FHPM 7-7-2 Requirements:

Nonmajor action project concurred in by FHWA on September 12, 1978.

FHPM 7-7-5 Requirements:

a) Public Hearings -- Not required under Oregon Action Plan.

b) Location/Design -- Not a factor in the development of this project.

Accommodation of Utilities:

State-City agreement is being prepared to comply with paragraph 6d(1) of PMM 30-4.1.

Maintenance:

A State-City agreement is being prepared to comply with Section 116, Title 23 U.S.C.

NOTE:

1) This project is in Congressional District No. 1.

2) Added to the Six-Year HIP by OTC September 19, 1978.

Form FHWA 121 (Rev. 5-73)
7113

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: September 12, 1978

In reply refer to: HFO.2-OR

SUBJECT: Project Assessment
Oregon Project M-6685(-)
Court Way-Jackson St. (Monmouth)
City Street-Monmouth Ave. North
Polk County

FROM : G. L. Green, Division Administrator

TO : Mr. Gary A. Potter, Manager, Environmental Section
Oregon Department of Transportation
Salem, Oregon

The subject project assessment submitted with Mr. Potter's August 28, 1978, letter has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action.

G. L. Green

cc:
ODOT (Moehring, Mgr, Proj Mgmt)
OSHD (Reg 2, Env)

Environmental Section
September 18, 1978

cc:
D. H. Moehring
J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
George Bell
Surfacing Design - Lab. Bldg.
C. O. Fredrickson
Eddie Welsh
R. E. Kuehn
William Fretwell
Gerald Wimer
B. L. Gifford (2)

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

M-6685(-)

PART 1. GENERAL INFORMATION

A. Project Identification:

	Date August 28, 1978
Section Court Way-Jackson St. (Monmouth)	Unit (if appl) N/A
County Polk	City Monmouth
Highway City Street-Monmouth Ave. North	State Hwy. No. FAU 6685
Termini: M.P.(if appl)	Length Approx. 2600'
Region 2	Construction Estimate $151,725 Program Amount

B. Purpose of Project:

-Reduce congestion through the center of the campus making it safer for students and other pedestrians.

-To esthetically tie east and west campus together and still maintain existing traffic patterns.

-Correct deteriorating condition of street.

C. Origin & History of Project:

Several attempts have been made over the past twelve years to close the section of Monmouth Avenue that bisects the campus. The citizenry was opposed to all alternate routs. This project would revamp the existing route accomplishing the objectives, yet has the citizen endorcement. Available funding may limit extent of improvements, however.

D. General Description of Project:

The proposed porject is to resurface the existing facility following a modified street design that will enhance the cultural atmosphere of the transportation corridor through the College complex. Preliminary engineering will evaluate a number of design options which consider curbing, landscaped medians, parking and pedestrian crossings. Ultimate plans will be tailored to fit available funding.

Alignment: New ______ Existing ______ Combined X

Typical Section: Existing: No. Lanes 2 ; Med. NA ; Shldrs. In same area ; Parking In some areas

Proposed: No. Lanes 2 ; Med. Yes ; Shldrs. No ; Parking in some areas

Traffic: Existing Facility: Existing ADT 4200 ; Projected ADT 6350 ; Yr. 1992

Existing Level of Service 6600 ADT capacity

Proposed Facility: Projected ADT 6350 ; Yr. 1992

Projected Level of Service 7200 ADT capacity

734-3953 (10-75)

Right of Way: Additional anticipated No (Yes, No); if yes, give approx. No. Parcels________

Acres________; Type of Relocation Req.__________________; No.________

Materials Source, Borrow, Waste Disposal Requirements, if any:

Materials may be acquired in Dallas or Salem. Excavation and removal of some unsuitable soil may be necessary, waste disposal can be dome at the city shop area approx. 4800 feet from the project area.

Type of Structure(s):

NA

Brief Description of River or Stream and Type of Involvement, if any:

NA

Local City, County or COG priorities of project:

This project is presently No. 1 priority on the city's FAUS priority list. The 1972 comprehenive plan places a high priority on improvements to Monmouth Avenue. Polk County has approved FAUS priority listing.

FHWA and/or OSHD approvals given, if any:

The City's priority listing of Federal Aid to Urban Systems Projects has been reviewed and accepted by FHWA and OSHD.

Location or Design Alternatives (identify and describe):

A number of design and location alternatives are being investigated. Due to public concern and input, realignment of Monmouth Avenue within the existing right-of-way was considered the best political solution as well as the most cost effective solution.

Other Descriptive Information or Comments:

The present subsurface base is considered capable of handling traffic and truck loads. This base may be utilized in part for the proposed roadway to keep construction costs down.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The project nestles between OCE's neatly landscaped east and west campus in Monmouth, Oregon.

Monmouth is located between the Willamette River on the East and the Coastal foothills to the west.

The terrain is the flat to gentle rolling terrace of the Western Willamette Valley. Soils are the semiconsolidated sands, silts, and gravel that cap the broad plains of the Willamette Valley. Drainage is to the north and east into the main stem and tributaries of the Middle Fork of Ash Creek. Ash Creek flows from the west to the east and is tributary to the Willamette River. Farming and other development has modified the natural vegetation extensively and wildlife remaining in the broad area are those that have adopted to living within an urbanizing area.

2. Cultural:

The proposed project extends through the Oregon College of Education Campus Complex and is the main transportation corridor for school activities as well as farm and commuter traffic from the residential and farming area lying northerly of the complex. South of the campus, Monmouth Avenue extends through the westerly end of the Monmouth city central business district and into a well developed residential area.

Within the project limits, on-street parking is not allowed except for loading zones at several buildings. Several off-street parking lots provide adequate parking for students, faculty members, and others.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

It is anticipated that the project will be constructed utilizing existing rights-of-way.

2. Estimated Impact on Traffic Patterns:

Same basic route, patterns should not change.

Consequences--Air Quality, Noise, Safety, etc.:

-Potentially landscaped portions of the project would improve street esthetics.

-Construction is anticipated for the summer months when the college is not in session, hopefully this will reduce the negative environmental impact that occurs during any major construction project.

3. Estimated Impact on Land Use:

No change in land use is anticipated.

Consequences:

4. Expected Impact on Natural Ecological Resources:

No adverse impact is expected.

Consequences:

5. Expected Impact on Cultural and Scenic Resources:

Project will not detract from local resources and may be beneficial, dependent upon degree of landscaping and associated improvements.

Since this project is expected to be accomplished during the summer months when no sessions are being held at the college impact is expected to be minimal.

Consequences:

Better opportunities to further cement the ties between college and citizenry.

Additional facilities to display a communities assets.

6. Preliminary Identification of Areas of Critical Concern:

   Esthetic emphasis be maintained during project development.

   Project must retain ability to handle farm type traffic through this area.

7. Potential for Controversial Issues:

   Project exposure to the citizenry through the media and local meetings has drawn wholehearted acceptance.

   The only concern voiced deals with the ability of farm traffic to utilize this area, project has been designed to insure continued use of this interest group.

8. Potential for Consistency of Proposal With:

   a. Clean Air Implementation Plans

      Not applicable.

   b. Noise Standards

      A noise study report may be required.

   c. Water Quality Standards

      Not applicable.

   d. Area Land Use and Transportation Plans, and Zoning

      Proposal is consistent with the comprehensive plan presently being developed is consistent with zoning and is consistent with the transportation goal under LCDC.

C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION----------------- ----NON-MAJOR ACTION-----

SIGNIFICANT: NON-SIGNIFICANT:

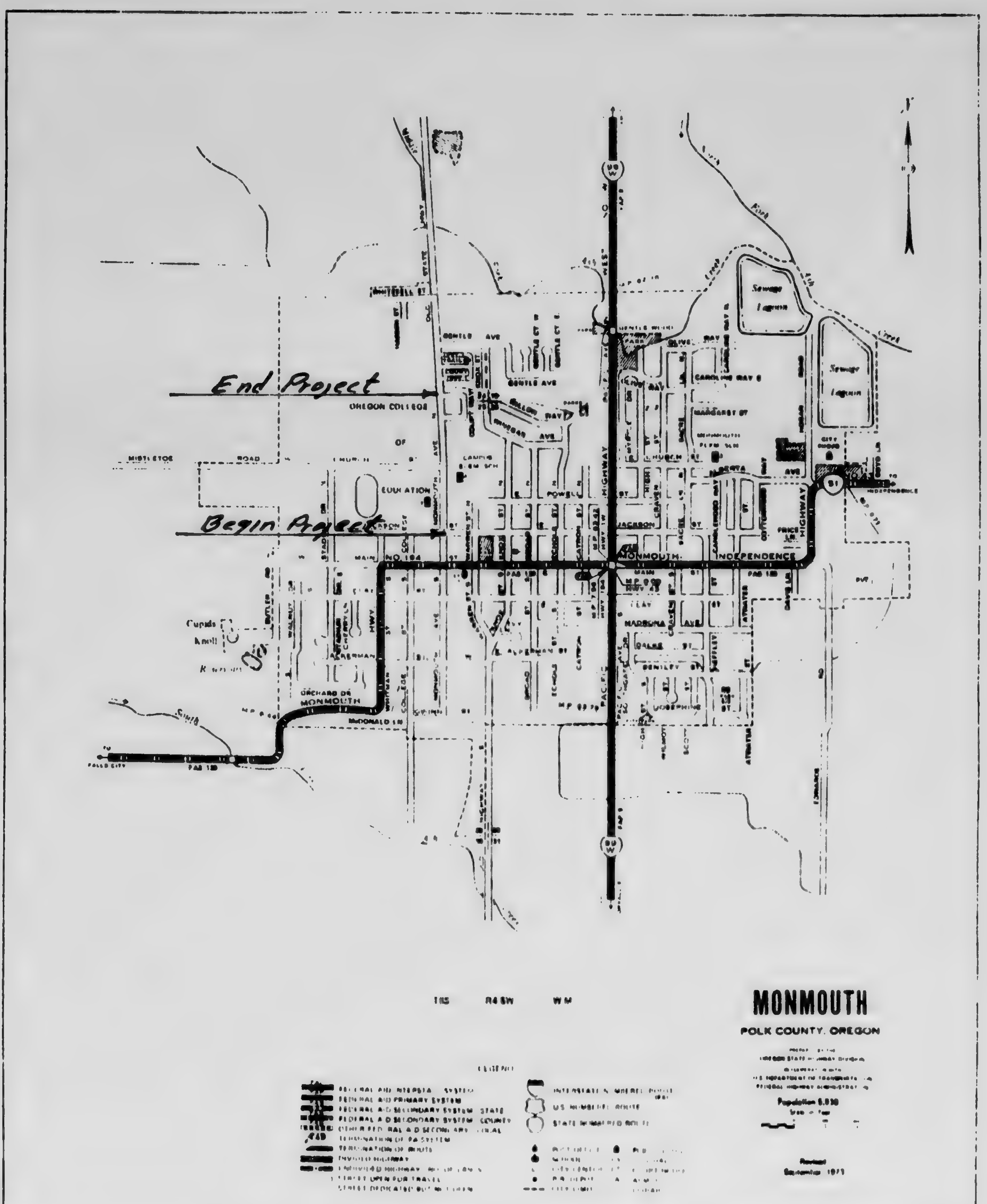
____ D & FEIS ____ D & F Neg.Dec. __xx__ ASSESSMENT ONLY

____ Section 4(f) ____ Section 4(f) ____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

Project would take place within existing right-of-way, would not adversely impact cultural or natural resources, nor would it alter established traffic patterns.

D. Recommended Project Category: ____ 1 ____ 2 __X__ 3 ____ 4


End Project
Begin Project
MONMOUTH
POLK COUNTY, OREGON
Population 5,030
Revised
OREGON COLLEGE OF EDUCATION
MISTLETOE ROAD
CHURCH
MAIN NO. 194
MONMOUTH
INDEPENDENCE
HIGHWAY
WEST
JACKSON
POWELL
GENTLE AVE
CLAY
MADRONA AVE
OAKS ST
DENNIS
JOSEPHINE
ATWATER
MARGARET ST
CAROLINE WAY
OLIVE WAY
ACKERMAN
WHITMAN
McDONALD LN
ORCHARD OF MONMOUTH
Cupids Knoll
Sewage Lagoon
Sewage Lagoon
CITY SHOPS
PAS 139
FALLS CITY
INDEPENDENCE
T8S
R4SW
WM
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM STATE
FEDERAL AID SECONDARY SYSTEM COUNTY
OTHER FEDERAL AID SECONDARY LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE
US NUMBERED ROUTE
STATE NUMBERED ROUTE

1113

September 7, 1978

TO OREGON TRANSPORTATION COMMISSION

FROM H. S. Coulter
State Highway Engineer

SUBJECT Federal Aid Urban System Project Requests (2)
and Urban System Project Cancellation

On the Consent Calendar for the September 19 meeting will be two requests for approval of Urban System projects and a request to cancel a previously approved project.

Monmouth is requesting a $200,000 project to widen and improve a 0.5 mile segment of Monmouth Avenue North.

The request from Washington County is for a $90,000 project to install traffic signals and provide for left-turn movements at the intersection of Cornell Road and Murray Blvd.

Cancellation of a previously approved project to construct a structure on Division Street is being requested by the City of Bend.

Federal Urban System funds for these projects are estimated at $238,560 with the State providing approximately $19,420 and $32,020 being contributed by local government.

These projects have been investigated and are eligible for funding under the Federal Aid Urban System Program. I recommend your approval and request authorization to sign the project agreements for and on your behalf.

Attachment

bc: R. A. Burco
F. B. Klaboe
C. W. Head
E. S. Hunter
D. H. Moehring
R. N. Bothman
V. E. Skoog
J. H. Versteeg
E. L. Hardt
C. O. Fredrickson
Dale Allen
D. N. Harwell
George Bell

SUMMARY

PROPOSED URBAN SYSTEM PROJECTS

Jurisdiction	Section	Total Cost	Federal Funds	State Share
Monmouth	Court Way-Jackson Street (Monmouth) Section, Monmouth Avenue North, FAU 6685	$200,000	$161,160	$13,120
Washington Co.	Cornell Road (FAU 9022) at Murray Blvd.	$ 90,000	$ 77,400	$ 6,300
Bend	Division St. (FAU 3225) at Franklin Avenue		CANCELLATION	
	TOTAL	$290,000	$238,560	$19,420

78-h
9/6/78

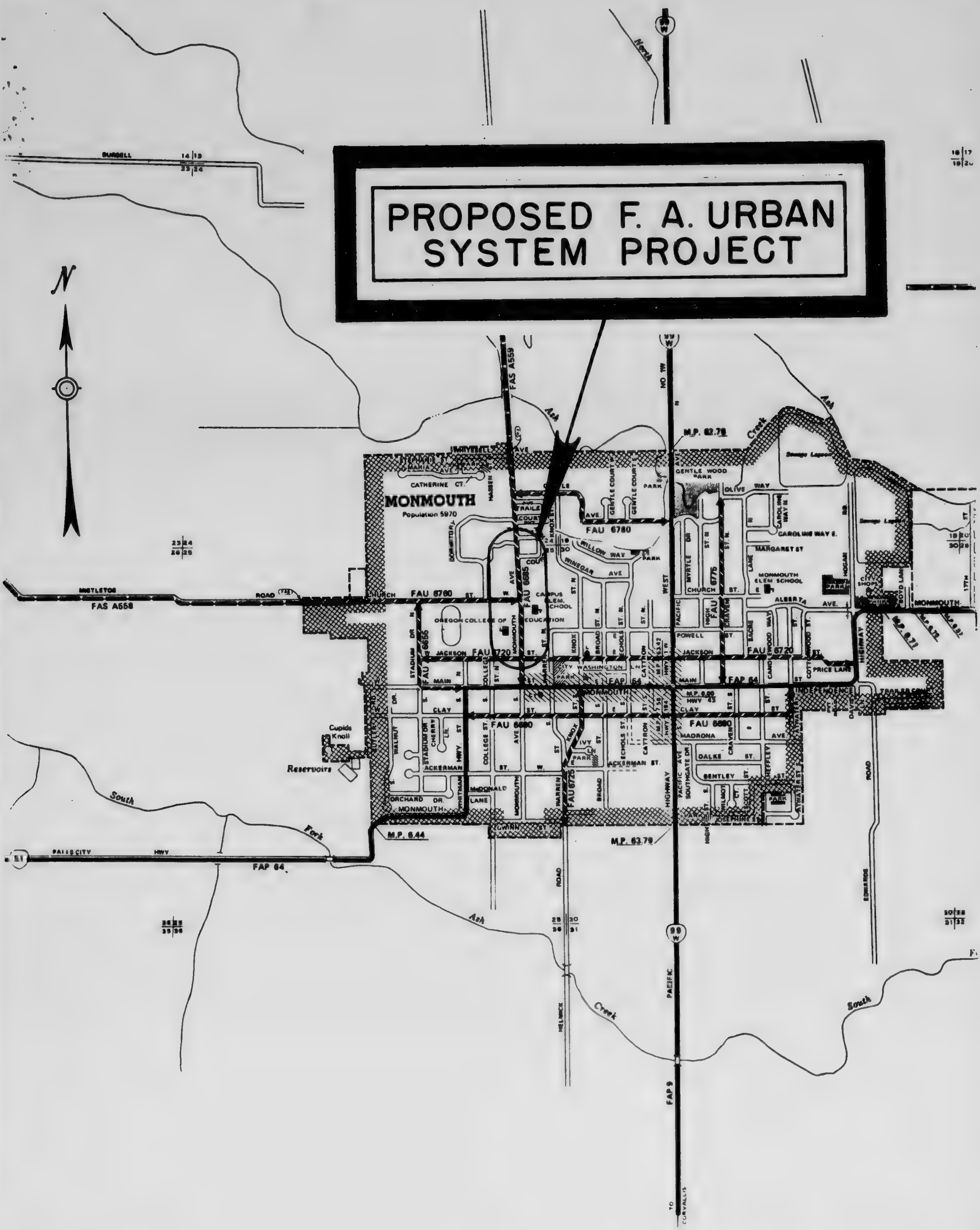
CITY OF MONMOUTH
Proposed Urban System Project

Court Way-Jackson Street (Monmouth) Section
Monmouth Avenue North, FAU 6685
Grade, Pave, and Sidewalks
0.5 miles
$200,000

This project entails all the work and costs to widen and improve Monmouth Avenue North. The project will realign the roadway within existing right-of-way, and provide sidewalks, bikeways and landscaped median areas.

State will perform preliminary and construction engineering.

78-h
9/6/78


PROPOSED F. A. URBAN SYSTEM PROJECT
N
MONMOUTH
Population 5970
FAS A559
FAS A558
FAU 6760
FAU 6780
FAU 6685
FAU 6720
FAU 6690
FAU 6725
FAU 6655
FAU 6775
FAP 64
FAP 9
M.P. 62.79
M.P. 63.79
M.P. 6.44
HWY 43
MISTLETOE
ROAD
BURBELL
CATHERINE CT.
WILLOW WAY
VINEGAR AVE
GENTLE WOOD PARK
OLIVE WAY
CAROLINE WAY E.
MARGARET ST
MONMOUTH ELEM SCHOOL
CHURCH ST.
JACKSON
POWELL
MAIN
CLAY
MADRONA
DALKE
BENTLEY
ACKERMAN ST.
McDONALD
LANE
ORCHARD DR.
MONMOUTH
GWINN ST.
IVY
PARK
CAMPUS ELEM. SCHOOL
OREGON COLLEGE OF EDUCATION
WASHINGTON
INDEPENDENCE
PRICE LANE
ALBERTA AVE.
Sewage Lagoon
Cupids Knoll
Reservoirs
South Fork
Ash Creek
North
FALLS CITY HWY
PACIFIC HWY
99W
TO CORVALLIS
HELMICK ROAD
EDWARDS ROAD
STADIUM DR
COLLEGE ST.
WALNUT
CHERRY
WHITMAN
WARREN
KNOX
BROAD
ECHOLS ST.
CATTRON
HOGAN
17TH

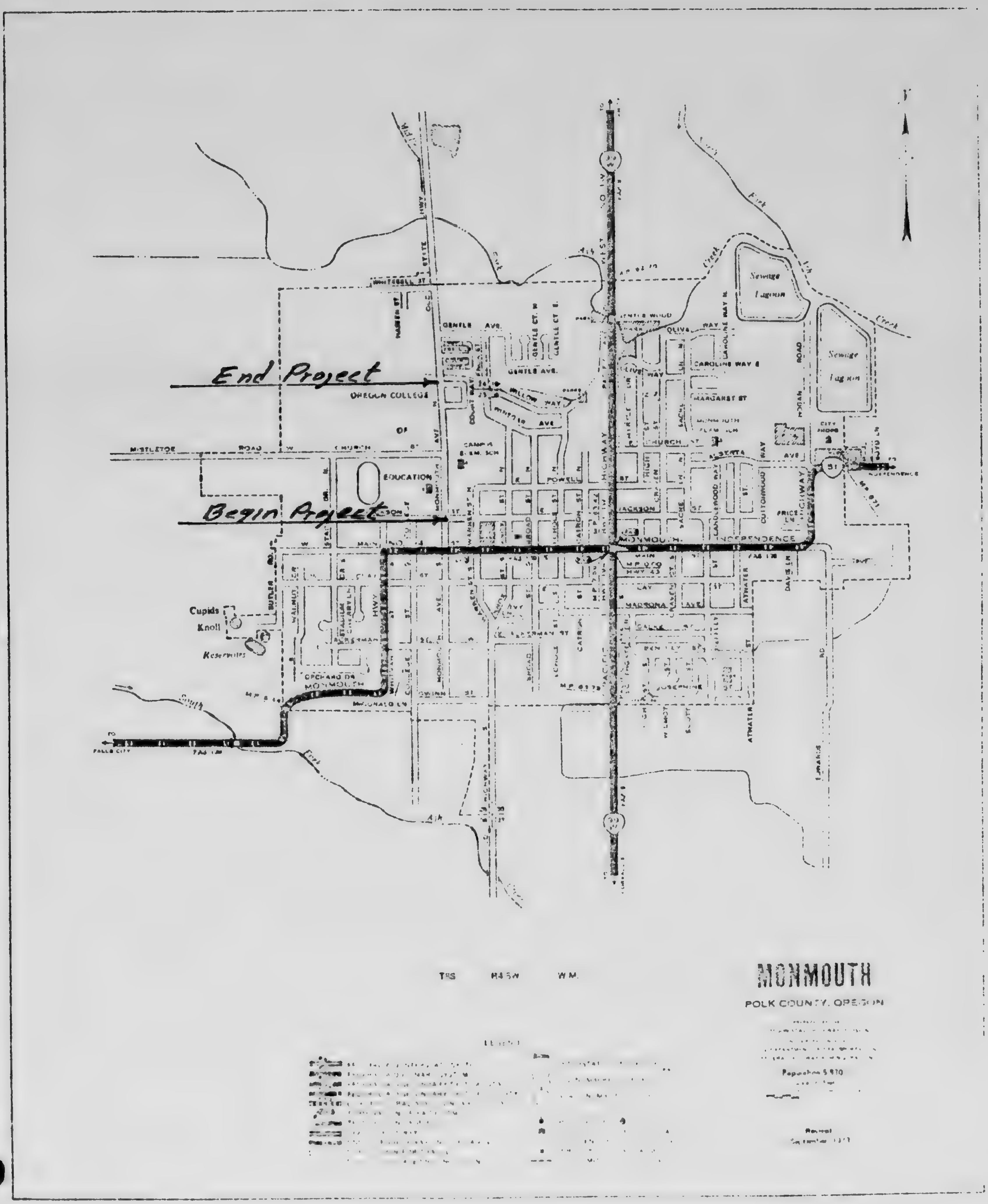
LOCATION PROSPECTUS

Court Way - Jackson St. (Monmouth)
Monmouth Ave., N. (City St.)
Polk County

August 1978

HIGHWAY:	Monmouth Ave N. (City St.)
TERMINI:	Jackson St. on the South and North leg of Court Way on the North.
LENGTH:	2,600 feet.
NARRATIVE:	The purpose of the survey is to prepare plans, specifications and a cost estimate to realign Monmouth Ave. within the existing right of way in such a manner as to inhance a college street and at the same time provide adequate traffic flow for local and through traffic. Such plans will include increasing the central angle, construction of medians, walks and bikeways. No airports will be affected and drainage problems are not anticipated. The opinion of the areas residents should be garnered.
CHARACTERISTICS:	1972 ADT was 4,200; 1987 projection, 6,300. The total central angle is 8°± with an estimated rise and fall of 6'. There will be minimum change of vertical alignment but the new central angle will be increased to approximately 40°. This street runs through the center of the Oregon College of Education. Residential areas North and West of subject improvement project. Access must be maintained; traffic projection anticipates this through traffic plus terminal college traffic.
STANDARDS:	Class "A" 4 lanes. Considerable deviation anticipated in horizontal alignment and widths due to projects location.
TYPICAL SECTION:	Three typical sections are being proposed by Landscape Architects and Planners of Eugene Oregon. The actual section will be determined during the survey. The application indicates median widths of 4,5, and 6 feet where there are none in existance now.
BRIDGE:	Not applicable.
ACCESS:	No change.

SURFACING:	To be determined during the survey.
MATERIAL:	Available from areas commercial sources.
ADDITIONAL FACILITIES:	A bikepath is desired the full length of the project.
AGREEMENTS:	City and College agreements will be needed.
PARKS:	Project is centered on a college campus and a park like atmosphere is to be maintained.
RIGHT OF WAY:	Some right of way may be required, if so, the College will dedicate the appropriate properties.



End Project

Begin Project

N
Sewage Lagoon
Sewage Lagoon
Ash Creek
WHITESELL ST
GENTLE AVE.
OREGON COLLEGE OF EDUCATION
WILLOW WAY
CAROLINE WAY E
MARGARET ST
MONMOUTH ELEM. SCH.
CITY SHOPS
CHURCH ST
ALBERTA AVE
MISTLETOE ROAD
W. CHURCH ST
CAMPUS ELEM. SCH.
POWELL
JACKSON
MONMOUTH INDEPENDENCE
MAIN
HIGHWAY
CUTTONWOOD WAY
LANDSWOOD WAY
PRICE LN
DAVIS LN
ATWATER
JOSEPHINE
MADRONA AVE
ACKERMAN ST
Cupids Knoll
Reservoirs
ORCHARD DR
MONMOUTH
MCDONALD LN
GWINN ST
South Ash Creek
FALLS CITY
HOGAN ROAD
EDWARDS RD
99W
51
T8S R4 5W W.M.
LEGEND
MONMOUTH
POLK COUNTY, OREGON
Population 5,910
Revised September 1973

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: Hold

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
August 24, 1978

Phil Stearns

FROM: Phillip O. Stearns
REGION FEDERAL AID SPECIALIST

TO: G. W. Wimer
LOCAL GOVERNMENT MANAGER

SUBJECT: Court Way - Jackson St.
(Monmouth) Section
Monmouth Avenue FAU 6685
Monmouth Urban Area

Attached are the following documents for subject project:

Project Request w/attachments
Environmental Assessment (info copy)
Authority for Survey
Location Prospectus
Prospectus Map
Project Estimate
Estimate of Region Costs

The Project Environmental Assessment has been submitted to the Environmental Section.

Region Office has worked up a preliminary estimate which indicated project cost would be higher than City estimated. A letter from Ron Peterson is attached recognizing the increase in project total on page 4 of the request.

The project was listed on their original priority list and was submitted for the Annual Federal Aid Program for FY 79.

The project has favorable Region recommendations. Please submit the documents through normal channels for approval.

POS/gl
attachments

8-29-78
Survey Authorization
to TERPIN.

Request for [illegible]
coming from City [illegible] [illegible]

Form E-39 ~~(Rev. 9-71)~~
7112

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Court Way - Jackson St. (Monmouth)
Highway Monmouth Ave. N. (City Street)
County Polk

Date August 9, 1978
Authorization No. 1
Survey Prefix 327-1959
(Assigned by Salem office)

Description of termini, route, length, etc.:

The South limit is Jackson St. and the North limit is the northerly leg of Court Way. The overall length is 2,600 feet.

Typical Sections: To be determined during survey. See attachments for Landscape Architects and Planners proposals.

Purpose of survey:

Prepare plans, specifications and cost estimate to realign the subject street within the existing right of way, along with required paving, subgrade work and construction of a bikepath and median areas.

Estimate of cost:

Field	901	7,500
Design	905	1,000
R/W	909	500
Soils	910	1,000
Utility	914	1,000
Specifications	921	600
Environmental	923	600
Citizen Participation	302	300

M-6685(1)
10-23-78

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey

Total estimated cost of survey . . . . . . $ 12,500
Previous authorization . . . .
Additional authorization requested . . . .
Additional authorization approved (Salem) .
Total all authorizations approved (Salem) .

Requests made by:
Richard E. Nelson Field Engineer

Recommended for Approval:
Regional Engineer

Recommended for Approval:
Frank E. Peropin
Location Engineer

Approved:
Tech. Serv. Mgr. ~~Assistant State Highway Engineer~~

N

SP*23604-734

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Date August 4, 1978
Section Monmouth Avenue
Unit (if appl)
County Polk County
City Monmouth, Oregon
Highway Old State Highway Cr. 8599
State Hwy. No. FAU 6685
Termini: M.P.(if appl)
Length Approx. 2600'
Region Region 2
Construction Estimate 151,725
Program Amount

B. Purpose of Project:

- Reduce traffic and its speed through the center of the campus making it safe for students.
- To reduce vehicular noise
- To esthetically tie east and west campus together and still maintain existing traffic patterns
- Correct deteriorating condition of street.

C. Origin & History of Project:

Several attemps have been made over the past twelve years to close the section of Monmouth Avenue that bisects the campus. The citizenry was opposed to all alternate routes. This project redesigns the existing route accomplishing the objectives, yet has the citizen endorcement.

D. General Description of Project:

The proposed project is to resurface the existing facility following a modified street design that will enhance the cultural atmosphere of the transportation corridor through the College complex. Curbs, landscaped medians and parking, bicycle and pedestrian walkways, and crosswalks are to be included in the proposal.

Alignment: New ______ Existing ______ Combined x

Typical Section: Existing: No. Lanes 2 ; Med. NA ; Shldrs. In same area ; Parking in some areas
Proposed: No. Lanes 2 ; Med. Yes ; Shldrs. No ; Parking in some area

Traffic: Existing Facility: Existing ADT 4200 ; Projected ADT 6350 ; Yr. 1992
Existing Level of Service 6600 ADT capacity

Proposed Facility: Projected ADT 6350 ; Yr. 1992
Projected Level of Service 7200 ADT capacity

734-3953 (10-75)

Right of Way: Additional anticipated No ; if yes, give approx. No. Parcels________
Yes, No

Acres________; Type of Relocation Req.__________________; No. ________

Materials Source, Borrow, Waste Disposal Requirements, if any:

- Materials may be acquired in Dallas or Salem. Excevation and removal of some unsuitable soil may be necessary, wast disposal can be done at the city shop area approx. 4800 ft. from the project site.

Type of Structure(s):

NA

Brief Description of River or Stream and Type of Involvement, if any:

NA

Local City, County or COG priorities of project:

- This project is presently No. 1 priority on the city's FAUS priority list. The 1972 comperhensive plan places a high priority on improvements to Monmouth Avenue. Polk County has approved FAUS priority listing.

FHWA and/or OSHD approvals given, if any:

- The City's priority listing of Feder/Aid to Urban Systems Projects has been reviewed and accepted by FHWA and OSHA.

Location or Design Alternatives (identify and describe):

- A large number of design and location alternatives were reviewed. Due to public concern and input realignment of Monmouth Avenue within the existing right of way was considered the best political solution as well as the most cost effective solution.

Other Descriptive Information or Comments:

- The present subsurface base is considered capable of handling traffic and truck loads. We would hope that this base could be utilized in part for the proposed roadway to keep construction costs down.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

- The project nestles between OCE's neatly landscape east and west campus. Pedestrian and bicycle paths abate at this 55 feet wide asphalt and concrete vehicular ribbon which bisects our institution.

The OCE campus lies in the center of the farm oriented City of Monmouth. Monmouth is located between the Willamette River on the East and the Coastal foothills to the west.

2. Cultural:

- Being totally in a college setting, the project can't help but reflect its surroundings. The assets of project and campus alike will reflect Oregon's heritage and committment to quality education.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

- It is anticipated that the project will be constructed utilizing existing rights of way.

2. Estimated Impact on Traffic Patterns:

- Same basic route
- Will reduce speeds thus making a safer campus.

Consequences--Air Quality, Noise, Safety, etc.:

- The landscape portions of the project will improve the air quality as well as add to the esthetics. Noise levels will lower significantly.
- Construction is anticipated for the summer months when the college is not in session, hopefully this will reduce the negative environmental impact that occurs during any major construction project.

3. Estimated Impact on Land Use:

- No change in land use is anticipated.

Consequences:

4. Expected Impact on Natural Ecological Resources:

- no adverse impact is expected.

Consequences:

5. Expected Impact on Cultural and Scenic Resources:

- Included in the project are bike paths, areas for cultural and artistic exhibitions, as well as passibe recreation for school and town alike.
- Since this project is expected to be accomplished during the summer months when no sessions are being held at the college impact is expected to be minimal.

Consequences:

- Better opportunities to further cement the ties between college and citizenry
- Additional facilities to display a communities assets.

6. Preliminary Identification of Areas of Critical Concern:
   - Projects timing (hopefully construction in Summer of 1979)
   - The project not lose its esthetic emphasis
   - Project must retain ability to handle farm type traffic through this area.

7. Potential for Controversial Issues:
   - Project exposure to the citizenry through the media and local meetings has drawn wholeharted acceptance.
   - The only concern voiced deals with the ability of farm traffic to utilize this area, project has been designed to insure continued use of this intrest group.

8. Potential for Consistency of Proposal With:

   a. Clean Air Implementation Plans

      Proposal in consistent

   b. Noise Standards

      Proposal is consistent

   c. Water Quality Standards

      NA

   d. Area Land Use and Transportation Plans, and Zoning

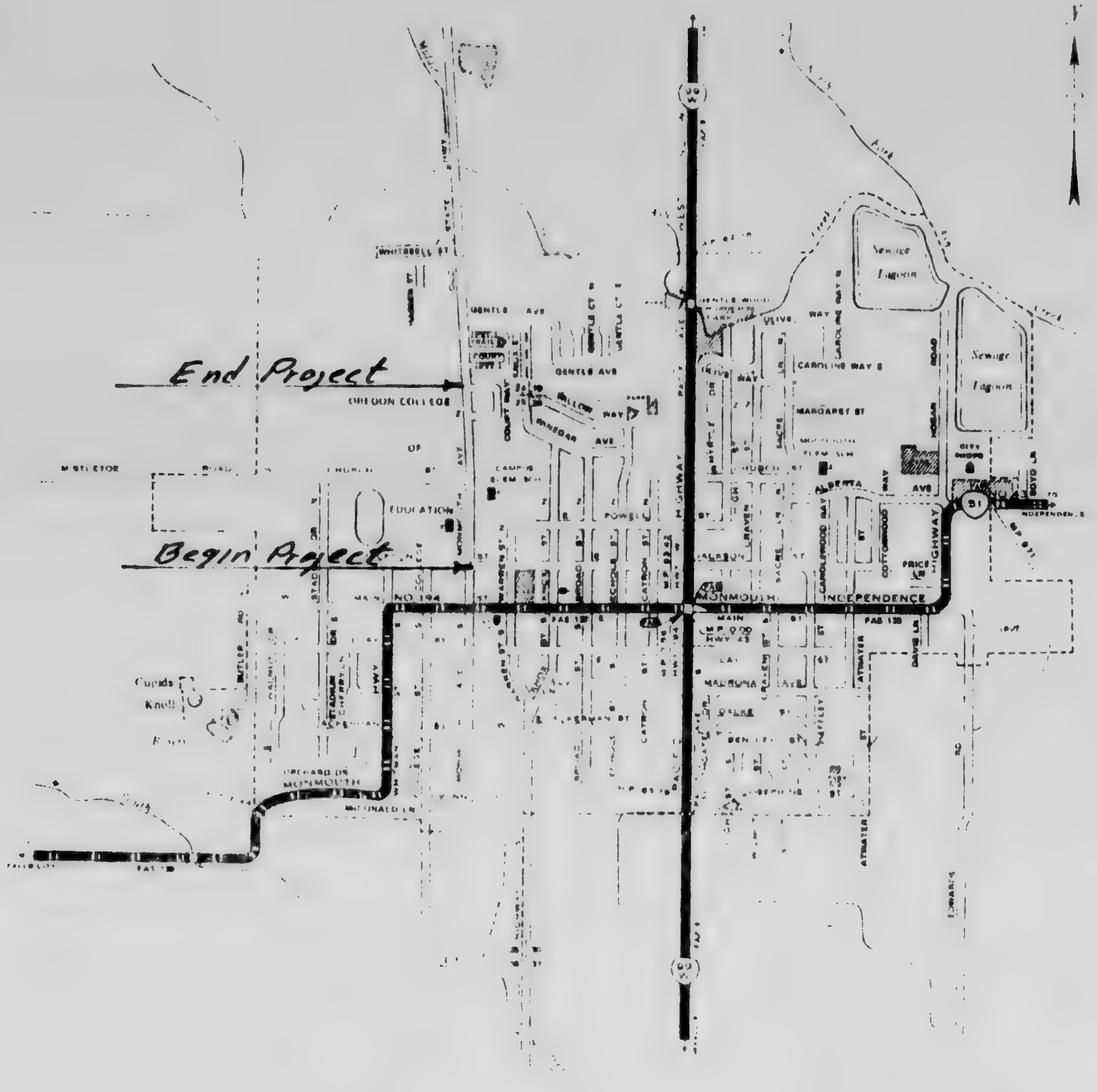
      - Proposal is consistent with the comprehensive plan presently being developed is consistent with zoning and is consistent with the transportation goal under LCDC.

C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION	-----------------	----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	____ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

D. Recommended Project Category: ____ 1 ____ 2 ____ 3 ____ 4


99W
OREGON COLLEGE OF EDUCATION
MISTLETOE ROAD
WHITESELL ST
GENTLE AVE
MONMOUTH-INDEPENDENCE
HIGHWAY
MAIN
MAIN NO 194
FAS 128
M.P. 0.00
HWY 43
POWELL
JACKSON
CATRON
KNOX ST
CAROLINE WAY
MARGARET ST
OLIVE WAY
ALBERTA
COTTONWOOD
CANDLEWOOD WAY
PRICE
HOGAN ROAD
BOYD LN
ATWATER
DAVIS LN
MADRONA AVE
OAKES
STADIUM DR
CHERRY LN
WALNUT
BUTLER
Cupids Knoll
ORCHARDS OF MONMOUTH
MCDONALD LN
51
Sewage Lagoon
Sewage Lagoon
INDEPENDENCE

End Project

Begin Project

MONMOUTH

POLK COUNTY OREGON

Population 5,630

Revised
September 1971

FEDERAL AID PROJECT REQUEST

Date July 5, 1978

Applicant Agency City of Monmouth, Oregon

Request for: Off-System ____, FAS-C ____, FAUS X Project

Federal Aid Route No. FAU 6685 Route Name ~~Monmouth Avenue N~~ Courtway - Jackson St. (Monmouth)

Project Name Monmouth Avenue N.

Project Length 2600' Project Location (Attach sketch map)

Project Description Realinement of road within existing R/W, paving and sub grade work, bike path and median areas

Average Daily Traffic 4200 Design Speed 25/30

Projected ADT 1992 - 6350

Complete Applicable Sections:

I. **ROADWAY DATA**

1. **Existing Roadway:** (Attach sketch)

Width variable Travel Lanes 12' Shoulders NA

Medians NA Parking One block only, remainder loading only

Sidewalks existing 5' and 6' sidewalks

Remarks

2. **Desired Roadway Cross Section:** (Attach sketch)

Width variable Travel Lanes 12' Shoulders NA

Medians NA Parking One block only, remainder loading only

Curbed as required Length Curb Radii

Sidewalk/Bikeway sidewalk extended on east side, provide bike path full length

Remarks The bike path would be installed as per state specs and recommendations. RSP

II. **RIGHT-OF-WAY DATA**

1. **Existing Right-of-Way:**

General Width 82.5' Minimum 60' Maximum 82.5'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?

Yes ~~XX~~ RSP No XX

3. Will additional right-of-way be needed? Yes ____ No XX

If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No XX

Remarks If additional right of way were required by feds. to meet a minimum standard, then this would be willingly dedicated by the Oregon College of Education

III. **TRAFFIC CONTROL DATA**

1. **Existing Signalization and Location:**

NA

2. **Proposed Signalization:**

Location NA

Type

Phases

Type of Suspension

Interconnected

Remarks

3. **Permanent Signing:**

Include in project or by applicant? NA

4. **Permanent Striping:**

Include in project or by applicant? By applicant

IV. ILLUMINATION DATA

1. **Existing Illumination and Location:**

NA

2. **Proposed Illumination:**

Location No change

Type

Remarks

V. STRUCTURE DATA

1. **Existing Structure:**

Location NA

Type

Approach Roadway Width Shoulder Width

Length Width

To remain in place?

2. **Proposed Structure:**

Location NA

Approximate Size: Length Width

Are sidewalk/bikeways desired? Yes, one bike path, either 6' or 8'

Are any utilities to be attached to structure? No

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? No

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes _____ No XX

   Name of Railroad

   Existing Crossing Protection

2. Will existing railroad crossing be altered?

   Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement	City Manager Office
2. Environmental	City Manager Office
3. Public Hearing	City Manager Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant _____ State XX Consultant ~~XX~~ RSP

2. Project construction engineering to be performed by:

Applicant____ State XX Consultant____

3. Will applicant perform any work prior to or after award of contract?

Yes____ No XX

If "yes," describe briefly:____

4. Applicant's estimate of cost for requested project:

Roadway Work	$ ~~95,805~~
Right-of-way costs (if participating)	~~NA~~
Traffic control	~~NA~~
Illumination	~~NA~~
Structures	~~NA~~
Railroad	~~NA~~
Other Bike way, curbs, drainage, irrigation etc.	~~40,920~~
Preliminary engineering	~~15,000~~
PROJECT TOTAL	$ ~~151,725~~ $200,000*

Remarks All costs above the Federal allocation and State match will be absorbed by parties benefiting from the project.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF Monmouth, Oregon and/or ____ COUNTY

By Ronald S. Peterson, City Manager

By Ronald S. Peterson

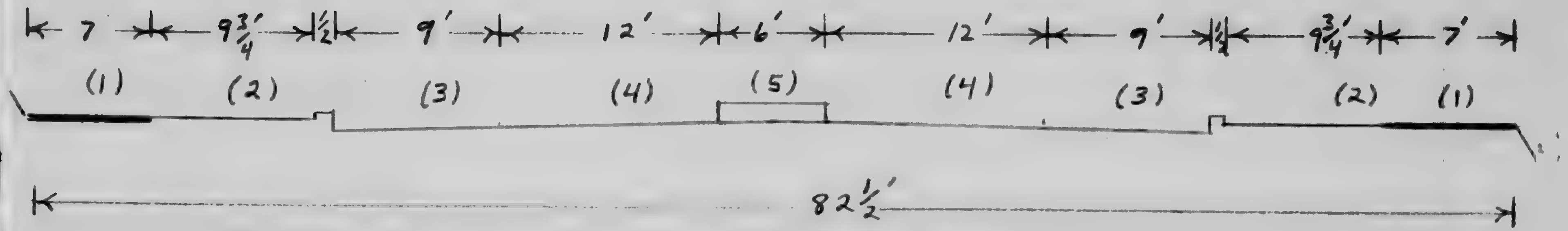
By Richard [illegible] - Mayor

By____

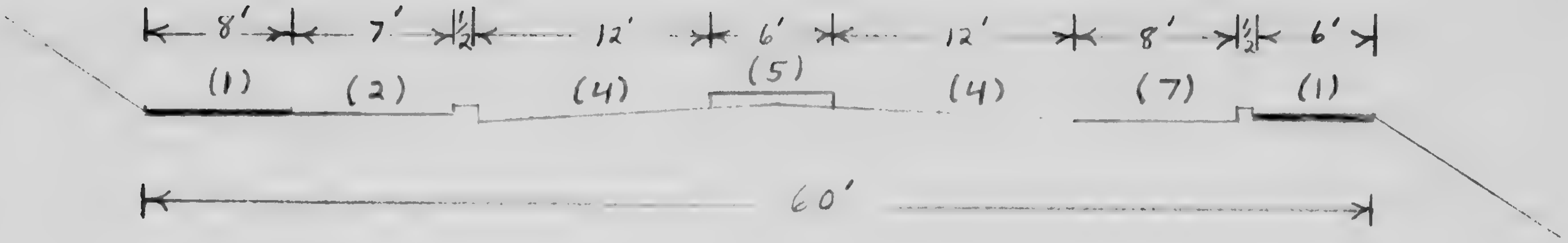
By____

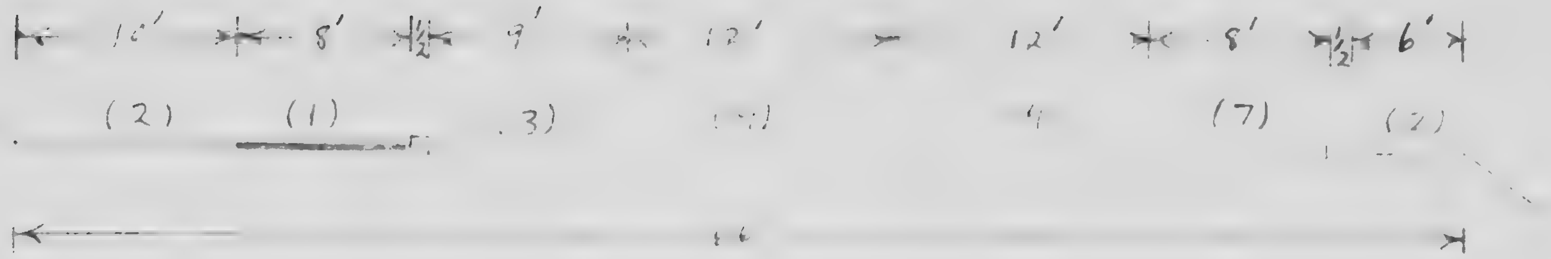
* see attached letter

PROPOSEd R/W SECTIONS

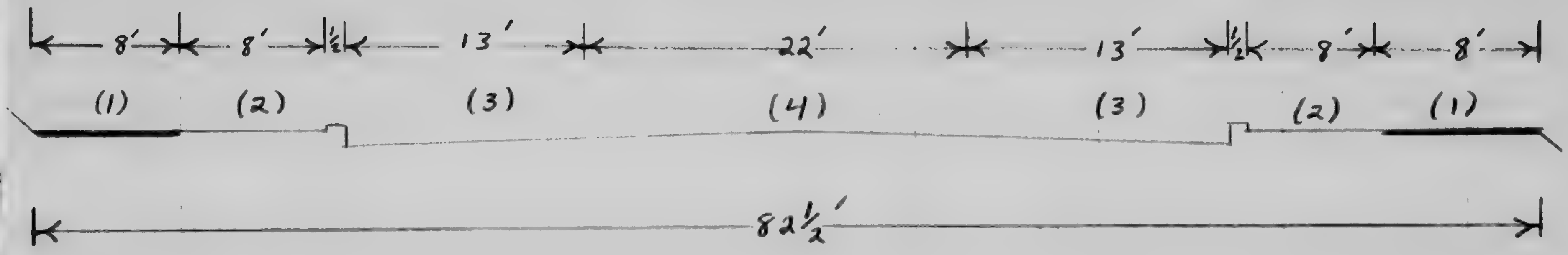

7
9¾'
½
9'
12'
6'
12'
9'
½
9¾'
7'
(1)
(2)
(3)
(4)
(5)
(4)
(3)
(2)
(1)
82½'

(1) Sidewalk
(2) Grass-Park Strip
(3) Parking or loading zone
(4) Driving surface
(5) Median planting area
(6) Unimproved gravel surface
(7) Bike path

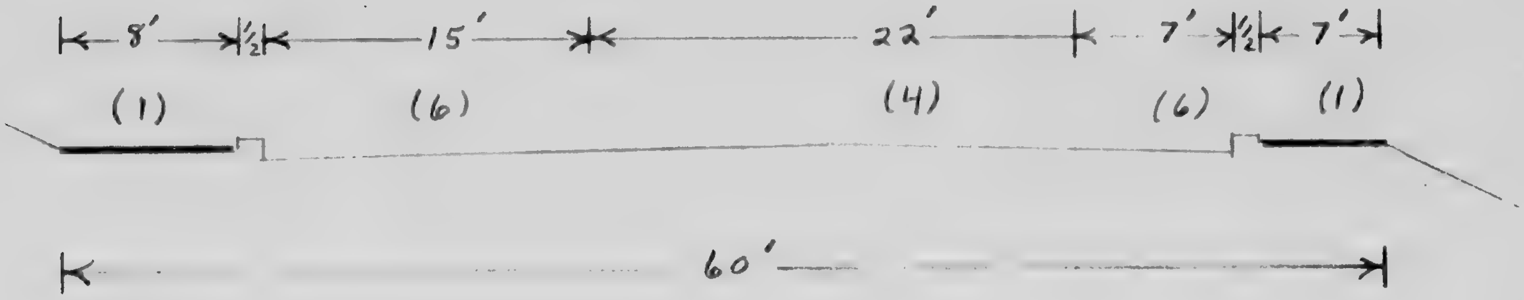

8'
7'
½
12'
6'
12'
8'
½
6'
(1)
(2)
(4)
(5)
(4)
(7)
(1)
60'

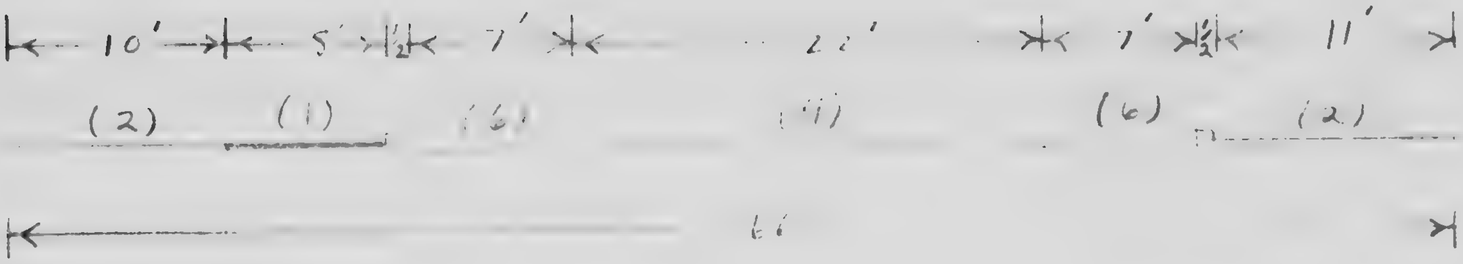

10'
8'
½
9'
12'
12'
8'
½
6'
(2)
(1)
3)
(7)
(2)

EXISTING TYPICAL R/W SECTIONS


8'
8'
½
13'
22'
13'
½
8'
8'
(1)
(2)
(3)
(4)
(3)
(2)
(1)
82½'

(1) Sidewalk
(2) Grass Park Strip
(3) Parking or loading zone
(4) Driving surface
(5) Median planting area
(6) Unimproved gravel surface
(7) Bike path


8'
½
15'
22'
7'
½
7'
(1)
(6)
(4)
(6)
(1)
60'


10'
5'
½
7'
22'
7'
½
11'
(2)
(1)
(6)
(4)
(6)
(2)
66

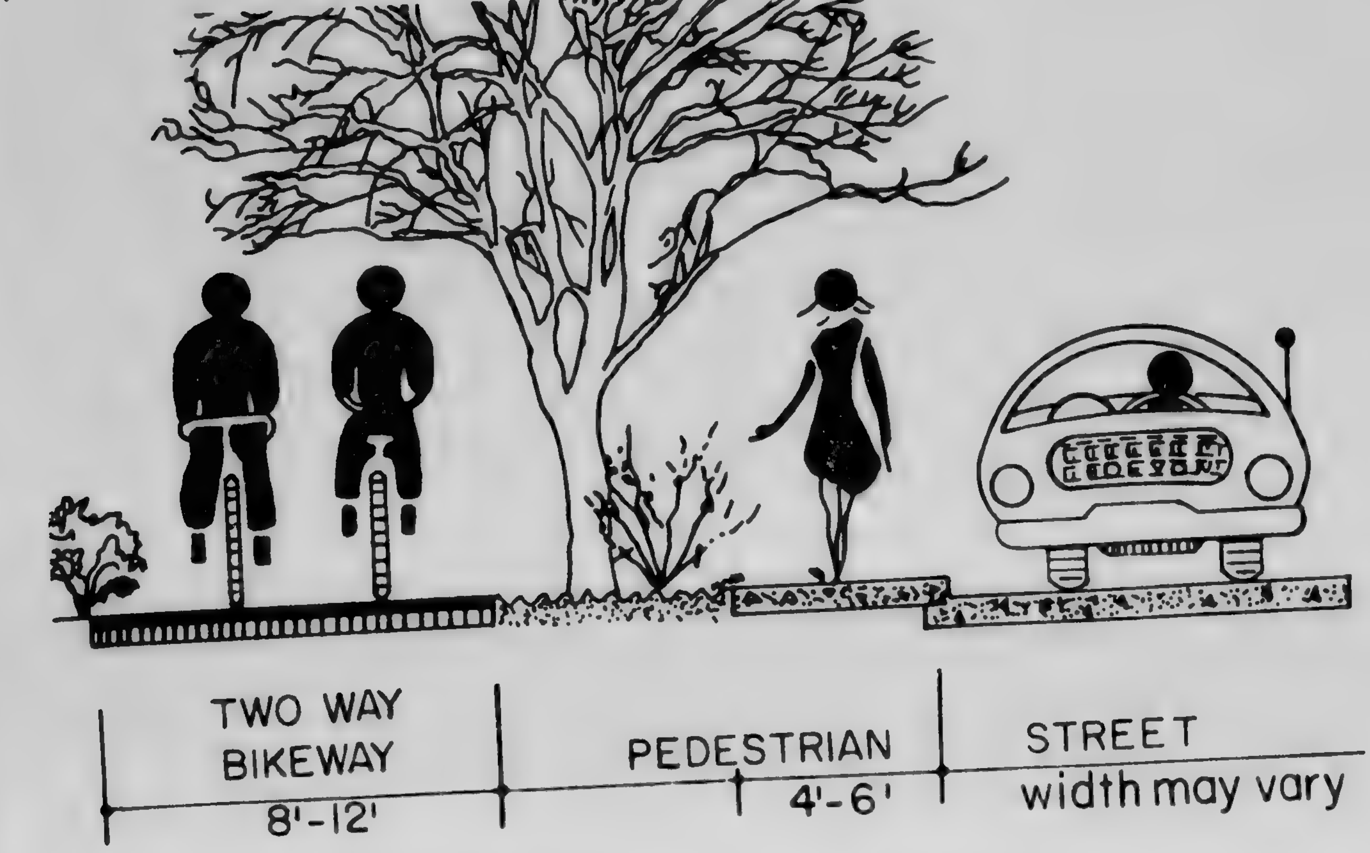

TWO WAY BIKEWAY
8'-12'
PEDESTRIAN
4'-6'
STREET
width may vary

Figure C-1 Class I Exclusive Bikeway

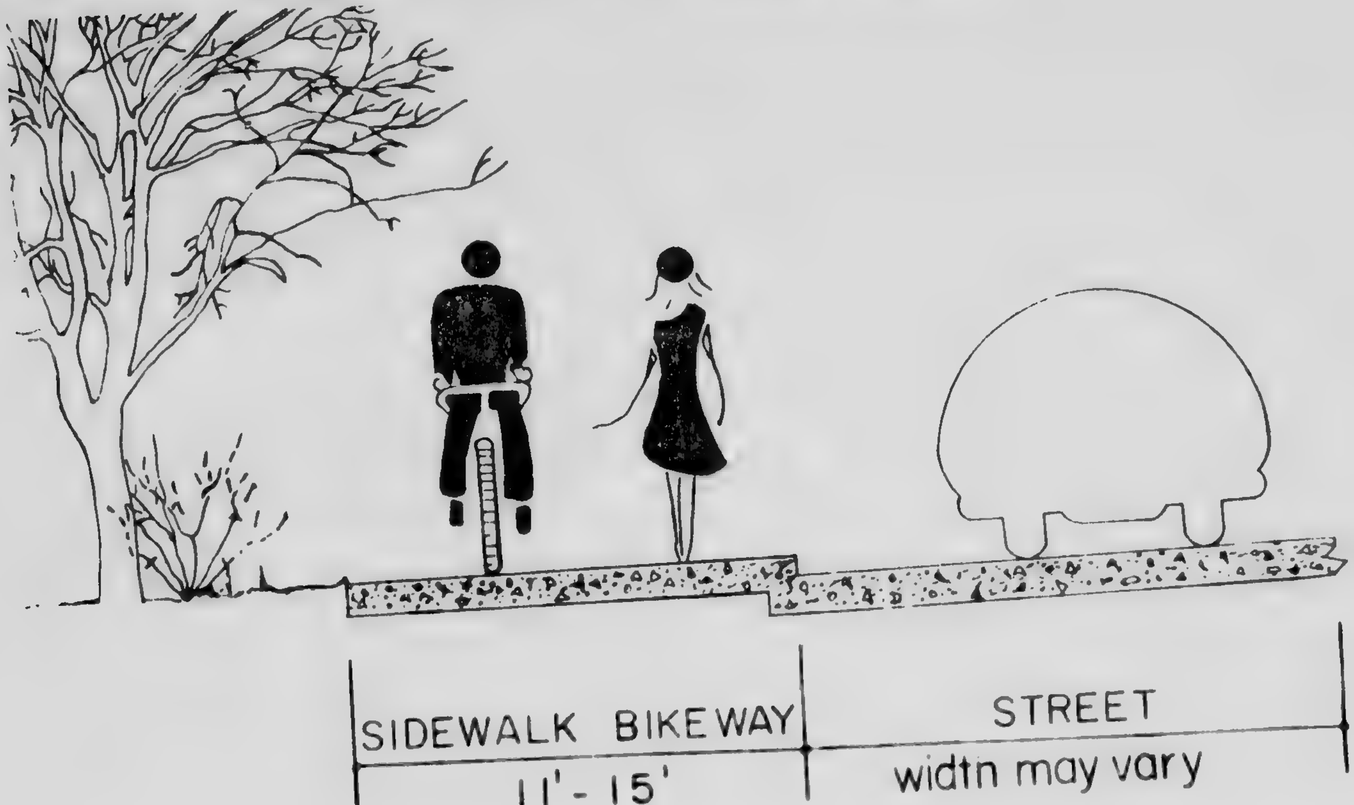

SIDEWALK BIKEWAY
11'-15'
STREET
widtn may vary

Figure C-2 Class I Sidewalk Bikeway

MAYOR
Richard D. Emken

COUNCIL MEMBERS
Brice Caldwell
Daniel G. Cannon
Wesley N. Hedlund
Patricia A. Jaffer
Gail C. Meyer
Judith L. Miller

City of Monmouth
151 West Main Street
Monmouth, Oregon 97361

CITY MANAGER
Ronald S. Peterson

CITY RECORDER
Joan E. Howard

August 23, 1978

REGION 2 ENGINEER
RECEIVED
AUG 24 1978

Phillip O. Sterns
Region Federal Aid Engineer
Oregon State Highway Division, Region 2
2960 E. State Street
Salem, Oregon 97310

Dear Sir:

It is the City's understanding that the preliminary engineering cost estimate on Monmouth Avenue FAU Project #6685 has been revised to $200,000.

This letter is to inform you that we accept this revised estimate and ask that your office proceed with the project.

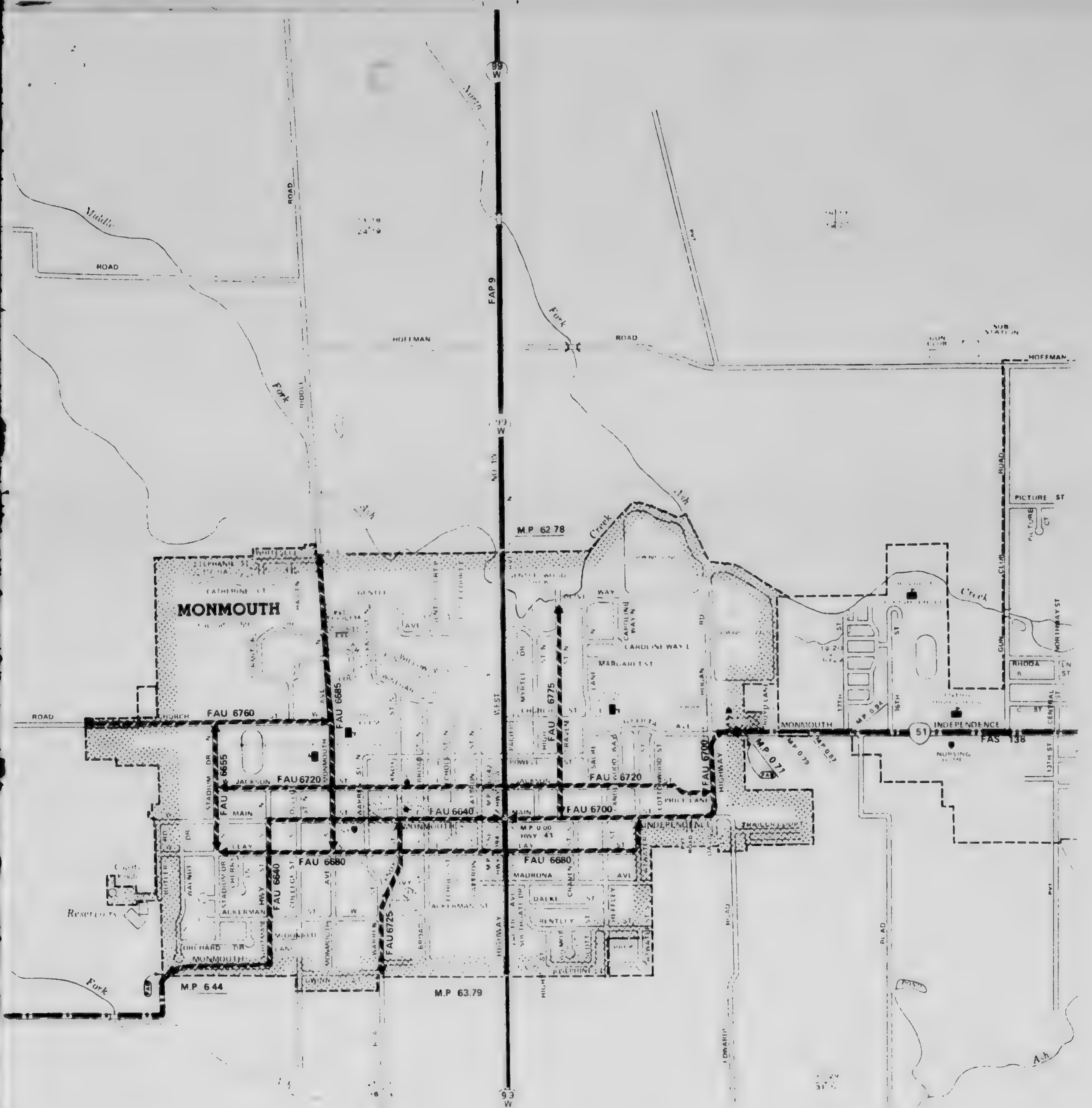
Sincerely yours,

Ronald S Peterson

Ronald S. Peterson
City Manager

RSP:kk

MONMOUTH — A FULL SERVICE CITY


MONMOUTH
99 W
FAP 9
North Fork
Middle Fork
Ash Creek
ROAD
HOFFMAN
ROAD
RIDDLE
GUN CLUB
SUB STATION
HOFFMAN
GUN CLUB ROAD
PICTURE ST
PICTURE CT
M.P. 62.78
STEPHANIE ST
CATHERINE CT
GENTLE
CAROLINE WAY
CAROLINE WAY L
MARGARET ST
FAU 6685
FAU 6775
CHURCH
FAU 6760
ROAD
FAU 6655
STADIUM DR N
JACKSON
FAU 6720
FAU 6720
MONMOUTH
POWELL
MAIN
FAU 6640
FAU 6700
MAIN
M.P. 0.00
HWY 41
CLAY
MONMOUTH
INDEPENDENCE
FAU 6680
FAU 6680
FAU 6640
FAU 6725
COLLEGE ST
MADRONA
DALKE
BENTLEY
ACKERMAN
ACKERMAN ST
ORCHARD DR
MONMOUTH
BUTLER
WALNUT
Reservoirs
HIGHWAY
FAU 6700
PRICE LANE
COTTONWOOD ST
HOYD LANE
TRAILER COURT
MONMOUTH
M.P. 0.71
M.P. 0.79
M.P. 0.87
M.P. 0.94
17TH
16TH
51
INDEPENDENCE
FAS 138
NURSING HOME
RHODA
CENTRAL ST
13TH ST
NORTHWAY ST
C ST
M.P. 6.44
M.P. 63.79
Fork
Ash
Fork
99 W
FAP 9
ROAD

OREGON STATE HIGHWAY DIVISION
SUMMARY-- D SCHEDULE--COST ESTIMATE

sheet 1 of 2
Date 8-16-78

Section Courtway - Jackson St. (Monmouth) County Polk
Kind of Work ______ Length 1700' Prefix ______

Item NO.	Item	Spec. NO.	UNIT	QUANT.	UNIT COST	TOTAL
1	Mobilization (8%)	110	Lump Sum	100%	—	11,323.00
2	Temp. Prot. & Direct Traffic (4%)	111	Lump Sum	100%	—	5,661.00
3	Flagmen	111	Hour	400	18^{00}	7,200.00
4	Temporary Signs	111	Sq. Ft.	120	6^{00}	720.00
5	Temporary Barricades	111	Each	5	80^{00}	400.00
6	Clearing & Grubbing	201	Lump Sum	100%	—	400.00
7	Remove Structures & Obstructions	202	Lump Sum	100%	—	2,000.00
8	General Excavation	203	Cu. Yd.	3,630	3^{00}	10,890.00
9	Trench Excavation	206	Cu. Yd.	654	10^{00}	6,540.00
10	Finishing Road Bed & Slopes	222	Lump Sum	100%	—	400.00
11	Obliteration - old Roadway	224	Lump Sum	100%	—	1,000.00
12	Furnishing & Placing Topsoil	225	Cu. Yd.	170	8^{00}	1360.00
13	Watering	233	M. Gal.	28	10^{00}	280.00
14	Aggregate Base 12"	304	Ton	2,232	6^{00}	13,392.00
15	Reconditioning - old Roadbed	306	Lump Sum	100%	—	1,000.00
16	Class B [illegible] AC	401	Ton	929	11^{00}	10,219.00
17	Asphalt Cement in Mix	401	Ton	60.4	85^{00}	5,134.00
18	Asphalt Tack Coat	407	Ton	2	150^{00}	300.00
19	[illegible] Culvert Pipe	603	Lin. Ft.	1682	12^{00}	20,184.00
20	[illegible] G-1	604	Each	16	428^{00}	6,848.00
21	P.C.C.	605	Sq. [illegible]	1668	14^{00}	23,352.00
22	Type "C" Curb	609	Lin. Ft.	4861	3^{75}	18,229.00
23	Extra For A.C. Approaches	610	Each	4	150^{00}	600.00

OREGON STATE HIGHWAY DIVISION
SUMMARY-- D SCHEDULE--COST ESTIMATE

sheet 2 of 2
Date 8-16-'78

Section Courtway - Jackson St. (Monmouth) County Polk
Kind of Work ________ Length 1700' Prefix ________

Item NO.	Item	Spec. NO.	UNIT	QUANT.	UNIT COST	TOTAL
24	Adjust Manholes	628	Each	4	200^{00}	800.00
25	Permanent Posts	642	Lump Sum	100%	—	800.00
26	Permanent Signs	645	Sq. Ft.	90	8^{50}	765.00
27	Illumination	651	Lump Sum	100%	—	5,000.00
28	Planting Trees	682	Each	97	19^{00}	1,843.00
29	Soil Conditioner	687	Cu. Yd.	170	7^{00}	1,190.00
30	Seeded Lawn	683	Sq. Ft.	4581	0^{15}	687.00
			Subtotal			158,517.00
		Engineering		(10%)		15,852.00
		Cont.	"	(9%)		14,267.00
			Total			188,636.00

1980 Wenaha River (Troy) Br. 9114
Sec. of FAS Rt. B630.
(Gr., surf. & struc.)

CHA 6793 11-30-78

COA7007 - 6-20-79

AD 537

PE #1000

CC 1952

532-1998

They [illegible] $17.50

for matching funds

PE App'd [illegible]
Transp Comm
Sept 19, 1978
Const. Auth by Coulter

$ 29[illegible]
8/21/79

County say [illegible]

1980 Wenaha River (Troy) Br. 9114
Sec. of FAS Rt. B630.
(Gr., surf. & struc.)

HIGHWAY DIVISION INVOICE

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

INVOICE NUMBER	136057
DATE	1/4/83
YOUR ORDER NUMBER	
BILLING REQ. NUMBER	CA 684

NEW CODE WALLOWA

	PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT
		325	00			1,477.83
• WALLOWA COUNTY COURT • COURTHOUSE	532-1051	296	00	000		1,212.10
• ENTERPRISE OR 97828	532-1051	297	00	000		(1,212.10)

DESCRIPTION	TOTAL PRICE
FINAL SETTLEMENT ON RS-B630(1) & RS-B630(2) FOR WENEHA RIVER (TROY BRIDGE)	
TOTAL PRELIMINARY ENGINEERING COST	17,740.31
TOTAL CONSTRUCTION COST	237,855.06
LESS: FEDERAL PARTICIPATION	(223,214.86)
LESS: COUNTY ADVANCE DEPOSIT	(1,000.00)
LESS: LOCAL GOVERNMENT INVESTMENT POOL	(14,700.00)
LESS: STATE OF OREGON'S SHARE OF PROJECT	(15,202.68)
AMOUNT DUE FROM COUNTY	1,477.83

[illegible]

110.00

F YOU HAVE QUESTIONS ON THIS INVOICE PLEASE CONTACT:

HAROLD REYNOLDSON PH: 1-800-452-7813 EXT. 8-6011 FOR CORRECTNESS OF CHARGES

OR DIANE GALIDA PH: 1-800-452-7813 EXT. 8-5035 PREPARER OF INVOICE

4-1150 (7-81)

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING
(OR ADVANCE DEPOSIT TRANSFER)

INVOICE NUMBER

DATE 11-18-82

PURCHASE ORDER NUMBER

☐ PARTIAL ☒ FINAL

PRIOR REQUEST NUMBER

BILLING REQUEST NUMBER CA 684

CODE

BILL TO:

Wallowa County Court
Courthouse
Enterprise, Oregon 97828

CREDIT DISTRIBUTION

325.00

532-1051-296-00-000	1,212.10
532-1051-297-00-000	<1,212.10>

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	TOTAL
Final Settlement on RS-B630(1) & RS-B630(2) for Wenaha River (Troy Bridge)	
Total Preliminary Engineering Cost	$17,740.31
Total Construction Cost	237,855.06
Less Federal Participation	-223214.86
Less County Advance Deposit	-1,000.00
Less Local Government Investment Pool	-14,700.00
Less State of Oregon's Share of Project	-15,202.68
Amount Due from County	$1,477.83

IF YOU HAVE QUESTIONS ON THIS INVOICE, PLEASE CONTACT: ext 86011
Harold Reynoldson PH: 1-800-452-7813 FOR CORRECTNESS OF CHARGES
OR Diana Galida PH: 1-800-452-7813 ext 3035 PREPARER OF INVOICE

WALLAWC 002199

Advance Deposit Amount	$ 1,000.00
Advance Deposit Previously Transferred to Highway Fund	$ 800.00
Balance	$ 200.00
Transfer to Highway Fund	$ 200.00
Refund Due	$ -0-

AMOUNT DUE $ 1,477.83

SUBMITTED BY Diana Galida

APPROVED BY

734-1191 (9-81)

114

p

[illegible] DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: 11/8/82

COUNTY: WALLOWA AGREEMENT NO: 6793&7007 PROJECT NO: RS-B630(2)

CONTRACT NO: 9114 SECTION: Wenaha River (Troy) Bridge

P.E.		(Federal Participation)	$ 17,736.54
		(Non Participation)	3.77
	TOTAL		$ 17,740.31
	Federal Funds Collected	$15,212.63	
Construction:			
	Payment to Contractor	(Federal Participation)	$211,281.35
	Engineering		24,602.33
			$235,883.68
	Payment to Contractor	(Non Participation)	$ 1,526.13
	Construction Engineering		445.25
			$ 1,971.38
	Federal Funds Collected	$208,002.23	

County Share of Costs:

1/2 ($235,883.68 - $208,002.23 + $17,736.54 - $15,212.63)
+ $3.77 + $1,971.38 = $17,177.83

Reference No. CC 82-22

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Wenaha River (Troy) Bridge Troy County Road Wallowa County					
	Construction					
	Type Code 2010					
	Roadway (Sta. 17+50 To Sta. 19+87.84)(Sta. 20+97.84 To Sta. 23+00)					
	Final Contract Payment Summary	Lump Sum			$165,539.38	
	Type Code X081					
	Structure, Br. # 16420 Sta. 19+87.84 To Sta. 20+97.84)					
	Final Contract Payment Summary	Lump Sum			45,741.97	
	Total Participating Construction				$211,281.35	
	Construction Engineering					
	State	All Required			24,602.33	
	Type Code 2010 $19,275.92					
	Type Code X081 5,326.41					
	Total Participating Cost				$235,883.68	
	Nonparticipating Cost					
	Final Contract Payment Summary	LUmp Sum			$ 1,452.28	
	Interest Payment on Final Payments	All Required			73.85	
	Construction Engineering	All Required			445.25	
	Total Nonparticipating Cost				$ 1,971.38	
	Total Project Cost				$237,855.06	
	Prepared based on Participating Costs as shown on Federal Billing as of 9/16/82.					
	AMOUNT CARRIED FORWARD					

532-1051

MEMORANDUM

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE Oregon

FEDERAL AID PROJECT NO. RS-8630(2)

PROGRAM APPROVED

VOUCHER PERIOD From: 3-5-80 To: 2-22-82

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$237,855.06	$235,883.68	88.19%	$208,002.23	$208,002.23	$ 0.00

	DATE	BY
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		
PASSED FOR PAYMENT		Oregon
FORWARDED BY FHWA DIVISION OFFICE		Controller 9/8/82

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (*Payee must not use this column*)
	Wenaha River (Troy) Bridge Section Co. Rd., S. Limits of Tray in Wallowa County					
	Preliminary Engineering (MP 37.89 on Troy-Promise Rd.) Type Code P.E.					
	State	All	Required		$17,736.54	
	Total Participating Costs				$17,736.54	
	Nonparticipating Items					
	Preliminary Engineering	All	Required		3.77	
	Total Costs				$17,740.31	
	Prepared based on Participating Costs as shown on Federal Billing as of 10/30/80.					
	AMOUNT CARRIED FORWARD					

MEMORANDUM

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE Oregon	FEDERAL AID PROJECT NO. RS-8630(1)
PROGRAM APPROVED	VOUCHER PERIOD From: 11-3-78 To: 3-5-80

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$17,740.31	$17,736.54	85.77%	$15,212.63	$15,212.63	$ 0.00

	DATE	BY
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		
PASSED FOR PAYMENT		Oregon
FORWARDED BY FHWA DIVISION OFFICE		11/13/80

V.E. Skoog, Controller

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

801

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

10/21/82

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
526-1055	1	X10 -000C-024 APPR-[illegible]	436,842.00	1,066.29	1,066.29	85.00	906.35	671.45		234.90
527-1005	1	RS -[illegible]359-002 APPR-075	49,227.00	54,209.55	54,209.55	83.18	47,801.98	39,257.83		8,544.15
527-1007	1	RRS -[illegible]57-002 APPR-133	57,303.00	24,698.98	24,698.98	90.00	22,229.08	22,229.08		
527-1032	1#	RS -[illegible]57-001 APPR-075	132,743.34	155,006.45	154,712.52	85.80	132,743.34	132,743.34		
527-1039	1	RS -[illegible]515-001 APPR-075	182,910.00	206,476.18	206,444.42	88.15	181,980.76	181,980.76		
528-1057	1	RS -[illegible]03-001 APPR-075	94,872.00	104,454.44	104,380.82	88.18	92,043.01	92,043.01		
	8	0007-[illegible]-000 APPR-[illegible]								
528-1057		PREFIX TOTALS	94,872.00	104,454.44	104,380.82		92,043.01	92,043.01		
529-1006	1	RS -A727-002 APPR-075	439,153.00	496,088.34	495,503.22	88.15	436,787.85	436,787.85		
530-1031	1#	RRS -[illegible]-003 APPR-133	85,752.35	92,895.96	95,280.39	90.00	85,752.35	85,752.35		
530-1033	1#	RRP -[illegible]-003 APPR-139	103,826.15	112,937.58	115,440.17	90.00	103,826.15	103,826.15		
530-1035	1#	RRP -[illegible]-003 APPR-139	100,995.11	109,727.87	112,216.79	90.00	100,995.11	100,995.11		
530-1047	1#	RS -[illegible]570-001 APPR-075	220,145.22	254,189.28	256,579.51	85.80	220,145.22	220,145.22		
	8#	RS -B570-001 APPR-075	175.69	204.77	204.77	85.80	175.69	175.69		
530-1047		PREFIX TOTALS	220,320.91	264,394.05	256,784.28		220,320.91	220,320.91		
530-1055	1#	ROS -000S-014 APPR-144	70,877.96	79,766.20	78,753.29	90.00	70,877.96	70,877.96		
	2#	ROSO-000S-014 APPR-146	94,619.37	105,132.63	105,132.63	90.00	94,619.37	94,619.37		
530-1055		PREFIX TOTALS	165,497.33	184,898.83	183,885.92		165,497.33	165,497.33		
[illegible]0-1075	1	RS -B571-002 APPR-075	566,924.00	604,278.50	604,037.02	88.18	532,683.93	532,683.93		
531-1002	1	RRS -B518-002 APPR-138	135,764.00	100,599.52	100,403.61	90.00	90,368.65	90,368.65		
531-1004	1#	RS -B611-002 APPR-075	123,420.50	139,977.83	139,964.28	88.18	123,420.50	123,420.50		
532-1051	1#	RS -B630-002 APPR-076	203,002.23	237,855.06	235,833.68	88.18	203,002.23	208,002.23		
534-1023	1#	RS -B578-001 APPR-075	415,137.30	491,862.63	483,843.01	85.80	415,137.30	415,137.30		
	2#	RSG -B578-001 APPR-076								
534-1023		PREFIX TOTALS	415,137.30	491,862.63	483,843.01		415,137.30	415,137.30		
534-1034	1#	HES -0123-001 APPR-141	2,228.18	2,475.76	2,475.76	90.00	2,228.18	2,228.18		

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DESCRIPTION OF JOB OR DEPARTMENT        PREFIX        FUNCTION   GR  CURRENT MONTH      YEAR TO DATE         TO DATE      BEG   END
                                    531    1002    292     03 P 1                                       10,216.40       81    82
                                    531    1002    296     00 N 9                          12.02CR      90,388.65CR     80    82
                                    531    1002    298     00 N 9                          12.02        90,388.65       80    82
                                    531    1002    900     00 P 1                                       12,074.66       80    82
                                    531    1002    900     00 N 1                                          165.66       80    81
                                    531    1002    900     02 P 1                                            1.11       81    81
                                    531    1002    900     02 N 1                                           34.25       81    81
                                    531    1002    915     03 P 1                                          108.14       81    82
                                    531    1002    920     00 P 1                                           63.31       80    82
                                    531    1002    948     00 P 1                                           65.12       81    82
                                    531    1002    950     00 P 1                                          177.90       81    81
                                                   TOT        P1                                       100,409.61
                                                   TOT        N1                                           189.91
                                                ** JOB TOTALS **           **                **        100,599.52  **

  WILLOW CR(GLENN ROAD) BR      CONT NO 9054 * FA PROJ NOS RS  611002 100                                           STATE
                                    531    1004    201     00 P 1                                      127,581.33       80    81
                                    531    1004    296     00 N 9                                      131,674.17CR     80    81
                                    531    1004    297     00 N 9                                        8,253.67       80    81
                                    531    1004    298     00 N 9                                      123,420.50       80    81
                                    531    1004    900     00 P 1                                       11,933.27       80    81
                                    531    1004    920     00 P 1                                           29.07       80    80
                                    531    1004    945     00 P 1                                          145.90       81    81
                                    531    1004    948     00 N 1                                           13.55       81    81
                                    531    1004    950     00 P 1                                          274.71       80    80
                                                   TOT        P1                                       139,964.28
                                                   TOT        N1                                            13.55
                                                ** JOB TOTALS **           **                **        139,977.83  **

  WENAHA RIVER (TROY) BRIDGE    CONT NO 9114 * FA PROJ NOS RS  630002 100                                           STATE
                                    532    1051    201     00 P 1                                      211,281.35 ^     80    81
                                    532    1051    201     00 N 1                                        1,452.28 x     81    81
                                    532    1051    206     00 N 1   Interest                                73.85 x     81    81
                                    532    1051    296     00 N 9      70.77CR              70.77CR    222,702.23CR     80    82
                                    532    1051    297     00 N 9                                       14,700.00       80    81
                                    532    1051    298     00 N 9      70.77                70.77      208,002.23       80    82
                                    532    1051    900     00 P 1                                       24,151.65       80    81
                                    532    1051    900     00 N 1                                          445.25 x     80    81
                                    532    1051    920     00 P 1   P.M.                                    75.73       80    81
                                    532    1051    940     00 P 1   Testing Lab                             29.95       81    81
                                    532    1051    944     00 P 1              Tec  Services                 1.55       81    81
                                    532    1051    945     00 P 1    Construction                          295.84       81    82
                                    532    1051    946     00 P 1    Region Ofs.                            34.04       81    81
                                    532    1051    948     00 P 1    Gen. Cost                              13.17       81    81
                                                   TOT        P1                                       235,883.68
                                                   TOT        N1                                         1,971.38
                                                ** JOB TOTALS **           **                **        237,855.06  **
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#9114 7-15-81 File L.

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section & County	Acceptance Date
Paul Bros., Inc. No. 8781	Cow Creek Safety Rest Area Douglas County	June 5, 1981
Dales Sand & Gravel Co., Inc. No. 9096	Scholls Hwy. @ Allen Blvd. (Beaverton) Washington County	June 5, 1981
R. L. Coats No. 9028	Plainview Rd.-Deschutes River Deschutes County	June 8, 1981
Oceanlake Paving Co. No. 8969	Port Drive (Depoe Bay) Lincoln County	June 12, 1981
Salem Road & Driveway Company No. 9138	Silverton Rd. NE & Lana Ave. (Salem) Marion County	June 16, 1981
Western Const., Inc. No. 8880	Brogan Hill-Brogan Malheur County	June 17, 1981
Weaver Construction Co. No. 9114	Wenaha River (Troy) Bridge Wallowa County	June 18, 1981
Hamilton Construction Co. No. 8989	Beaver Slough (McLean) & Clatskanie Slough (Erickson) Brs.	June 19, 1981
J. C. Compton Co. No. 9133	W. Cascade Locks Intchge.-Herman Creek, Hood River Co.	June 19, 1981
Tice Electric Co. No. 9154	Sandy Blvd. @ 50th & 70th Aves. Multnomah County	June 25, 1981
Hansen Electric Co., Inc. No. 9168	Oregon Coast Hwy. @ N. 22nd St. (Lincoln City) Lincoln County	June 25, 1981
Stach Construction Co. No. 9206	"D" Canal (6th St.) Bridge Klamath County	June 25, 1981
Roy L. Houck Construction Co. No. 8882	Pine St. NE-Academy St. NE (Salem) Marion County	July 7, 1981

Contractor and Contract No.	Section & County	Acceptance Date
Ajax Electric Co. No. 9131	Portland Traffic Signals @ 5 Locations Multnomah County	July 7, 1981
Weaver Construction Co. No. 9231	Pine Creek (Main St.) Bridge Umatilla County	July 7, 1981
Platt-Kozowski Corp. No. 8919	Applegate River Bridge Josephine County	July 7, 1981

July 13, 1981 Keasey

C. T. Keasey
Asst. State Highway Engineer

#9114

L.

June 25, 1981

United Pacific Insurance Co.
Fidelity & Surety Dept.
P. O. Box 1216
Tacoma, WA 98401

CON 5
#9114

Gentlemen:

Contract No. 9114 awarded to Weaver Construction Co. for work on the Wenaha River (Troy) Bridge Section of FAS B630 in Wallowa County was completed on March 30, 1981 and accepted by the State Highway Division on June 18, 1981.

Final payment in the amount of $3,306.70 will be released to the contractor after June 30, 1981. The total contract amount is $212,733.63 including $738.51 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

jas

cc: Weaver Construction Co.
P. O. Box 588
Union, OR 97883

United Pacific Insurance Co.
P. O. Box 7427
Boise, ID 83707

bc: C. T. Kenney
Walt Hart
V. E. Skoog Attn: Dick Hacek
W. E. Schwartz

7114

Report # 23 Final

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FORM 81-734-3001 OREGON STATE HIGHWAY DIVISION **FIELD ENGINEER'S WEEKLY REPORT** FOR CONSTRUCTION PROJECTS ONLY CONSTRUCTION AND BRIDGE SECTION	SECTION Wenaha River (Troy) Bridge	WEEK ENDING January 9, 1981 SECTION PREFIX 532-1051
	HIGHWAY FAS B630	COUNTY Wallowa
NAME OF JOB Wenaha River (Troy) Bridge	KIND OF WORK Grading, Surfacing and Structure	
CONTRACTOR Weaver Construction Co.	CONTRACT NUMBER 9114	FEDERAL AID PROJECT NUMBER RS-B630(2)
DATE OF CONTRACT April 18, 1980	DATE WORK STARTED August 4, 1980	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 1 SUPERVISION: 0	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 180	WORK DAYS USED CALENDAR DAYS USED 167
PROJECT AUTHORIZATION: $249,737.46	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 93
EXCLUSIVE OF ENGINEERING: $229,934.49	ENGINEERING AUTHORIZATION $19,802.97	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $209,084.82	ENGINEERING COST TO DATE $20,500.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN 9 %	This week: $500 PERCENT OF AUTHORIZATION 104 %	DATE PROJECT WAS COMPLETED January 8, 1981

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100		100	100				

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.1	0.1			
MILES PARTIALLY COMPLETED	0.1	0.1			
MILES COMPLETED	0.1	0.1			
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,556	170			
TOTAL QUANTITIES CORRECTED TO DATE	1,535	100			
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1,535	100			
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

Backhoe and dumptruck

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	16420							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 4	Ptly cldy	1		
MONDAY 5	Ptly cldy	1		
TUESDAY 6	Ptly cldy	1		
WEDNESDAY 7	Ptly cldy	1		
THURSDAY 8	Ptly cldy	1		Completion date
FRIDAY 9				
SATURDAY 3	Ptly cldy	1		

RECEIVED
JAN 12 1981
CONSTRUCTION
BRANCH

Kessey
Jackmond
Hopkins
Williams
Johnson
Giese
Richards
Berg
[illegible]
Widmer
Gebauer
Church

K

411-1

CONSTRUCTION NARRATIVE REPORT

1-8-81

roject: Wenaha River (Troy) Bridge
ighway: FAS B-630
nty: Wallowa
ontractor: Weaver Construction Co.

Contract: 9114
Prefix: 532-1051
FA # RS-B630(2)
Resident: Schlieski

The project consisted of the replacement of an old steel pony truss with a single span prestressed concrete structure with a minor improvement in roadway alignment and grade.

eral xcavation: The major portion of the general excavation work consisted of the excavation of 1400 +/- yds of rock on the south approach, right of bent 2. During the location we strongly suggested that no blasting be allowed on the rock cut because it was a fractured basalt andblasting would result in over excavation and possible damage to structure foundation. The contractor argued that he had to shoot it but did hold back from the end of the structure. The result? We over shot it. The fractured basalt could have been removed with a dozer. In hindsight we should have pursued the necessary special provisions and in the future we will.

id-rolled se: All the grid-rolled base material came from the rock cut, right of bent 2. The material was a fractured basalt and worked up well under the grid-roller. This is a very exceptional and practical base in this remote area. The contract specified the measurement of the grid-rolled base by truck measurement. Since a major portion of this base did not have to be hauled but was moved with a dozer, measurement in the hauling vehicle was impractical. A price agreement was written specifying measurement in place.

rdrail: We argued during the location work and design review that there was at least 325' too much Type 2A guardrail on this project. The extensive guardrail work called for is ridiculous when you consider the quality of the roadways into the area. During the construction we tried to eliminate that portion of the guardrail but it represented 76% of the work and the contractor argued for additional monies - consequently we put it in according to plan. The guardrail requirements were reviewed and discussed with Dave Carter of the FHWA - he readily agreed that the work was ridiculous in this instance. Situations like this make it difficult to do a thorough job during location and plan review - no one is listening to your recommendations anyway!

porary Prottion & Dirtion of ffic: The planned temporary protection and direction of traffic was substantially adequate and worked well. There was a minor revision documented by price agreement #1 occassioned by the county changing their detour route slightly. One problem we had which is not unique to this project is the maintenance of those damnedable amber flashers. In the first place we need to take a better look at the actual need for the flashers on each individual project. The April 1980 Work Zone Traffic Control Manual indicates that these flashers are optional and used primarily in urban areas requiring special warning devices for hazardous conditions, etc. Troy does not really qualify as an urban area with hazardous traffic conditions! On this project the contractor did not maintain them, except for a very short period, and it becomes a constant source of irritation between the contractor and the inspector. The contractor would not sign a price agreement deleting the flashers, so we deducted the estimated value via the monthly estimate as an adjustment item.

Structure Revisions:

During the location work we agreed to utilize an existing concrete abutment for bent 2. The work did require the extension or widening of the old abutment. Unfortunately no "As Constructed" plans were available for the old structure. When we completed removal of the old structure and began checking out the old abutment we found the beam seat to be poured partially on the concrete abutment and partially on the rock ledge. There was no tie between the abutment and the beam seat. We shifted the centerline of the bent ahead on line two feet and doweled the new beam seat into the rock ledge. The old concrete abutment became more of a reinforcement and protection for the rock ledge. The right wingwall was extended to 10' in length and poured against solid rock on the bottom, due to the contractor over shooting the rock cut.

The left wingwall at bent 2 was another problem. When we began trying to dowel the planned wingwall into the old abutment and rock ledge we found insufficient mass of the old abutment and fractured basalt falling off into the Grande Ronde River. We made a plan revision to delete the wingwall and construct a retaining wall. However shortly after our revision was ordered the county detour washed out and the new structure was pressed into service before we were finished. It became impractical to construct the retaining wall due to extensive shoring and cribbing of the roadway and the handling of traffic. Several alternates were discussed and finally we poured a small wingwall that was doweled into the end beam. We did get a settlement crack were the wingwall met the end beam, but the wall is adequate for the use intended.

Extra costs incurred by contractor:

The contractor incurred extra costs for which he has requested compensation and I've recommended approval. These extra costs were substantially occassioned by the county and neither the FHWA or the State will participate. The first cause was the 87 day delay by the county in providing the necessary detour. During the location the county had planned to construct a log bridge supported on log cribs. This could have been done almost anytime after the spring runoff. For reasons unknown their plans changed and they wanted to use pipes with a granular fill. The delay was due to waiting for the river flow to subside and allow for the minimum size and number of pipes. The 87 day delay forced the contractor into cold weather concreting conditions which he did not anticipate when bidding the work.

The second cause was pressing the incompleted structure into service when the county lost their detour structure. Their structure washed out during an increased runoff following some heavy rains. When the structure was put into service the grading work had not been completed, the planned retaining wall was dropped, etc. In short the contractor had to finish his work under traffic - again not anticipated when bid.

I'm not suggesting that the county should not be able to construct and/or furnish a detour, but they should be ready to accept additional costs that they burden the contractor with if their detour fails.

neral Comments:

In general we've gotten a good project out of it with approximately a 7% underrun of the total authorization. The contractor's workmanship is slipping and I plan to start working on that problem immediately. He has done quite a bit of work for us and I know he can do much better than his currant workmanship. There seems to be some internal problems in his organization.

1-8-81

9114

Report # 23 Final

FORM 81-734-3001
OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Wenaha River (Troy) Bridge
WEEK ENDING: January 9, 1981
SECTION PREFIX: 532-1051
HIGHWAY: FAS B630
COUNTY: Wallowa
NAME OF JOB: Wenaha River (Troy) Bridge
KIND OF WORK: Grading, Surfacing and Structure
CONTRACTOR: Weaver Construction Co.
CONTRACT NUMBER: 9114
FEDERAL AID PROJECT NUMBER: RS-B630(2)
DATE OF CONTRACT: April 18, 1980
DATE WORK STARTED: August 4, 1980
ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 1 SUPERVISION: 0
SPECIFIED WORK DAYS
SPECIFIED CALENDAR DAYS 180
WORK DAYS USED
CALENDAR DAYS USED 167
SPECIFIED COMPLETION DATE
PERCENT OF TIME ELAPSED 93
PROJECT AUTHORIZATION: $249,737.46
EXCLUSIVE OF ENGINEERING: $229,934.49
ENGINEERING AUTHORIZATION $19,802.97
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $209,084.82
ENGINEERING COST TO DATE $20,500.00
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
This week: $500
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN 9 %
PERCENT OF AUTHORIZATION 104 %
DATE PROJECT WAS COMPLETED: January 8, 1981

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
100		100	100				

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.1	0.1			
MILES PARTIALLY COMPLETED	0.1	0.1			
MILES COMPLETED	0.1	0.1			
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,556	170			
TOTAL QUANTITIES CORRECTED TO DATE	1,535	100			
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1,535	100			
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK.

Backhoe and dumptruck

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	16420							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 4	Ptly cldy	1		
MONDAY 5	Ptly cldy	1		
TUESDAY 6	Ptly cldy	1		
WEDNESDAY 7	Ptly cldy	1		
THURSDAY 8	Ptly cldy	1		Completion date
FRIDAY 9				
SATURDAY 3	Ptly cldy	1		

RECEIVED
JAN 12 1981
CONSTRUCTION BRANCH
Keasey
Jackmond
Hopkins
Williams
Johnsen
Richards
Berg
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 4	No activity.
MONDAY 5	No activity.
TUESDAY 6	No activity. Semi-final inspection completed this date with County Officials - Verne Russell, Judge McCrea and two county commissioners. Minor corrective work to be completed on guardrail installation and placement of additional 3/4-0 baserock. Accepted by County - letter to follow.
7 WEDNESDAY	Contractor moving out some equipment.
8 THURSDAY	Correcting guardrail and placing 3/4-0 baserock.
FRIDAY 9	No activity.
SATURDAY 3	No activity.

REMARKS

Status: Project completed - completion date 1/8/81.

Semi-final records to be submitted on or before 1/16/81.

FINAL REPORT OF ACTIVITY.

SIGNED Joseph A. Schlieski LOCATION La Grande
Joseph A. Schlieski

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP*F216

CONSTRUCTION NARRATIVE REPORT

1-8-81

oject: Wenaha River (Troy) Bridge
ighway: FAS B-630
nty: Wallowa
ontractor: Weaver Construction Co.

Contract: 9114
Prefix: 532-1051
FA # RS-B630(2)
Resident: Schlieski

The project consisted of the replacement of an old steel pony truss with a single span prestressed concrete structure with a minor improvement in roadway alignment and grade.

eral xcavation: The major portion of the general excavation work consisted of the excavation of 1400 +/- yds of rock on the south approach, right of bent 2. During the location we strongly suggested that no blasting be allowed on the rock cut because it was a fractured basalt andblasting would result in over excavation and possible damage to structure foundation. The contractor argued that he had to shoot it but did hold back from the end of the structure. The result? We over shot it. The fractured basalt could have been removed with a dozer. In hindsight we should have pursued the necessary special provisions and in the future we will.

rid-rolled se: All the grid-rolled base material came from the rock cut, right of bent 2. The material was a fractured basalt and worked up well under the grid-roller. This is a very exceptional and practical base in this remote area. The contract specified the measurement of the grid-rolled base by truck measurement. Since a major portion of this base did not have to be hauled but was moved with a dozer, measurement in the hauling vehicle was impractical. A price agreement was written specifying measurement in place.

rdrail: We argued during the location work and design review that there was at least 325' too much Type 2A guardrail on this project. The extensive guardrail work called for is ridiculous when you consider the quality of the roadways into the area. During the construction we tried to eliminate that portion of the guardrail but it represented 76% of the work and the contractor argued for additional monies - consequently we put it in according to plan. The guardrail requirements were reviewed and discussed with Dave Carter of the FHWA - he readily agreed that the work was ridiculous in this instance. Situations like this make it difficult to do a thorough job during location and plan review - no one is listening to your recommendations anyway!

porary Prot- tion & Dir- tion of ffic: The planned temporary protection and direction of traffic was substantially adequate and worked well. There was a minor revision documented by price agreement #1 occassioned by the county changing their detour route slightly. One problem we had which is not unique to this project is the maintenance of those damnedable amber flashers. In the first place we need to take a better look at the actual need for the flashers on each individual project. The April 1980 Work Zone Traffic Control Manual indicates that these flashers are optional and used primarily in urban areas requiring special warning devices for hazardous conditions, etc. Troy does not really qualify as an urban area with hazardous traffic conditions! On this project the contractor did not maintain them, except for a very short period, and it becomes a constant source of irritation between the contractor and the inspector. The contractor would not sign a price agreement deleting the flashers, so we deducted the estimated value via the monthly estimate as an adjustment item.

Structure Revisions:

During the location work we agreed to utilize an existing concrete abutment for bent 2. The work did require the extension or widening of the old abutment. Unfortunately no "As Constructed" plans were available for the old structure. When we completed removal of the old structure and began checking out the old abutment we found the beam seat to be poured partially on the concrete abutment and partially on the rock ledge. There was no tie between the abutment and the beam seat. We shifted the centerline of the bent ahead on line two feet and doweled the new beam seat into the rock ledge. The old concrete abutment became more of a reinforcement and protection for the rock ledge. The right wingwall was extended to 10' in length and poured against solid rock on the bottom, due to the contractor over shooting the rock cut.

The left wingwall at bent 2 was another problem. When we began trying to dowel the planned wingwall into the old abutment and rock ledge we found insufficient mass of the old abutment and fractured basalt falling off into the Grande Ronde River. We made a plan revision to delete the wingwall and construct a retaining wall. However shortly after our revision was ordered the county detour washed out and the new structure was pressed into service before we were finished. It became impractical to construct the retaining wall due to extensive shoring and cribbing of the roadway and the handling of traffic. Several alternates were discussed and finally we poured a small wingwall that was doweled into the end beam. We did get a settlement crack were the wingwall met the end beam, but the wall is adequate for the use intended.

Extra costs curred by contractor:

The contractor incurred extra costs for which he has requested compensation and I've recommended approval. These extra costs were substantially occassioned by the county and neither the FHWA or the State will participate. The first cause was the 87 day delay by the county in providing the necessary detour. During the location the county had planned to construct a log bridge supported on log cribs. This could have been done almost anytime after the spring runoff. For reasons unknown their plans changed and they wanted to use pipes with a granular fill. The delay was due to waiting for the river flow to subside and allow for the minimum size and number of pipes. The 87 day delay forced the contractor into cold weather concreting conditions which he did not anticipate when bidding the work.

The second cause was pressing the incompleted structure into service when the county lost their detour structure. Their structure washed out during an increased runoff following some heavy rains. When the structure was put into service the grading work had not been completed, the planned retaining wall was dropped, etc. In short the contractor had to finish his work under traffic - again not anticipated when bid.

I'm not suggesting that the county should not be able to construct and/or furnish a detour, but they should be ready to accept additional costs that they burden the contractor with if their detour fails.

neral Comments:

In general we've gotten a good project out of it with approximately a 7% underrun of the total authorization. The contractor's workmanship is slipping and I plan to start working on that problem immediately. He has done quite a bit of work for us and I know he can do much better than his currant workmanship. There seems to be some internal problems in his organization.

1-8-81

STATEMENT OF OVERRUNS AND UNDERRUNS

Project: Wenaha River (Troy) Bridge
Highway: FAS B630
County: Wallowa
Contractor: Weaver Construction Co.

Contract No. 9114
Prefix: 532-1051
FA. NO. RS -B630(2)
Resident: Schlieski

Item No.	Item	Unit	Original	Semi-final	+/- %
	Contract Bid Items	$	214,033.00	211,009.47	- 1
	Anticipated Items	$	6,000.00	739.32	- 88
	Contingencies	$	9,901.49	1,652.28	- 83
	Engineering	$	19,802.97	20,800.00	+ 5
	Adjustments	$		- 1,313.97	
	Total	$	249,737.46	232,887.10	- 7

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost:

9/1/81

OMB No. 04-R2089 L

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 5-47	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 4-28-80	State Oregon County Wallowa Project No. RS-B630(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co.Rd., Wenaha River (Troy) Br.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	3-5-80	0.104
OTHER *(Specify)*		

PRO RATA 88.15%

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 249,738.00	$ 220,144

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By
Assistant State Highway Engineer
(Title)

XX For: H. S. Coulter
By
State Highway Engineer
(Title)

By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

Date executed by Division Administrator

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon, April 21, 1980

Federal Aid Project
No.RS-B630(2)

Wenaha River (Troy) Bridge
Troy County Road
Wallowa County

Project Agreement Estimate.

Type Code 2010
Roadway (Sta. 17+50 to Sta. 19+87.84) (Sta. 20+97.84 to Sta. 23+00)

Mobilization	All Required (25%)		$ 5,000.00
Temporary Protection and Direction of Traffic	All Required (25%)		125.00
Temporary Signs	235 Sq.Ft.	$10.00	2,350.00
Temporary Barricades	2 Each	100.00	200.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	88 Lin.Ft.	5.00	440.00
Flagmen	40 Hour	1.00	40.00
Clearing and Grubbing	All Required		4,000.00
Removal of Structures and Obstructures	All Required		2,000.00
General Excavation	1,566 Cu.Yd.	8.00	12,528.00
Toe Trench Excavation	180 Cu.Yd.	5.00	900.00
Finishing Road bed and Slopes	All Required		300.00
Watering	35 M-Gal.	1.00	35.00
Grid-Rolled Aggregate Subbase	770 Cu.Yd.	7.00	5,390.00
Grid-Roller with Tractor	16 Hour	100.00	1,600.00
Agregate Base	170 Cu.Yd.	15.00	2,550.00
Guard Rail, Type 2A	425 Lin.Ft.	14.00	5,950.00
Guard Rail, Type 3	100 Lin.Ft.	20.00	2,000.00
Guard Rail Anchors, Type 1	4 Each	100.00	400.00
Rail End Pieces Type C	4 Each	150.00	600.00
Loose Riprap, Class 700	275 Cu.Yd.	10.00	2,750.00
Filter Blanket	70 Cu.Yd.	5.00	350.00
	Subtotal		$ 49,508.00
	Engineering		6,684.00
	Total		$56,192.00

Type Code X081
Structure, Br. #16420 (Sta. 19+87.84 to Sta. 20+97.84)

Mobilization	All Required (75%)		$ 15,000.00
Temporary Protection and Direction of Traffic	All Required		375.00
Bridge Removal Work	All Required		7,000.00
Shoring, Cribbing, Etc.	All Required		3,000.00
Structure Excavation	250 Cu.Yd.	10.00	2,500.00

Structural Concrete Class 3300 (120 Cu.Yd.)	All Required		28,000.00
110'/115' Deck Tee Prestressed Beams	5 Each	17,200.00	86,000.00
Reinforcement (14,800 lbs.)	All Required		8,000.00
Structural Steel (1600 lbs.)	All Required		4,000.00
Metal Rail with Tubing	213 Lin.Ft.	50.00	10,650.00
	Total		$164,525.00

Anticipated Items

Temporary Erosion Control	All Required	$ 1,000.00
Construct Toe Wall (E.W.)	All Required	5,000.00
	Total	$ 6,000.00
	Subtotal	$170,525.00
	Engineering	23,021.00
	Total	$193,546.00

Length of Roadway.......................... 0.083 Mile
Length of Structure .... 0.021 Mile

Total Length...................... 0.104 Mile

Cost of Roadway per mile $677,012.05

SUMMARY OF FUNDS (88.15%)

DESCRIPTION	Total Cost	Federal Funds	State Funds	County Funds
Roadway	$ 56,192	$ 49,534	$ 3,329	$ 3,329
Structure	193,546	170,610	11,468	11,468
Total	$249,738	$220,144	$14,797	$ 14,797

Group 1 100%
Contract No. 9114
Prefix 523-1998
Prefix 523-1051

9114

FAS B630

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION
P. O. Box 850
La Grande, Oregon 97850
May 15, 1980

In Reply Refer to
File No.:

Sub: Wenaha River (Troy) Bridge
FAS B 630
Wallowa County
Contract 9114

Weaver Construction Co.
P. O. Box 588
Union, Oregon 97883

Gentlemen:

No State-controlled sources are being offered for use on this project. All materials sources shall be provided by the contractor. In addition to the requirements of subsection 106.05 of the Standard Specifications for Highway Construction, Oregon 1974 - you will not be allowed to start any work in nor will materials be accepted from a contractor furnished source until all requirements of subsection 106.05 contained in the contract special provisions have been complied with.

On the subject project we anticipate utilizing the required general excavation for all the grid-rolled aggregate base, riprap, and filter blanket.

In the event we cannot select suitable materials from the general excavation a County source may be considered.

Material	Owner	Location	Remarks
Roadside cut of fractured basalt	Wallowa Co.	Btwn Sec. 4 & 9 T5N R43E	Estimated 900 yd removal only if it cannot be selected from Gen. Excav.

It will be your responsibility to furnish this office evidence of the necessary permits, etc. being acquired if the County source is used.

Joseph A. Schlieski
Resident Engineer

cc: Don Trout ✓
Verne Russell (Wallowa Co.)
[illegible]
File

nj

1114

March 28, 1980

Wallowa County Court
Courthouse
P.O. Box 160
Enterprise, Oregon 97828

CON 4

Attn: Mr. Vern Russell
Federal Aid Coordinator

Gentlemen:

On March 27, 1980 a satisfactory bid was received from Weaver Construction Co., P.O. Box 588, Union, Oregon 97883 for the Wenaha River (Troy) Bridge Section, FAS-B630. The advance deposit based on the anticipated construction cost of their bid is as follows:

Bid Items	$214,033.00
Temp. Erosion Control	$ 1,000.00
Construct Toe Wall	5,000.00
4 1/2% Contingencies	9,901.49
9% Engineering	19,802.97
Est. Construction Cost	$249,737.46
Est. PE Cost	11,500.00
Est. Project Cost	$261,237.46
County's share is 6% of $261,237.46	15,674.25
Less PE Advance Deposit	- 1,000.00
	$ 14,674.25

Then by rounding the City's Advance Deposit will be $14,700.00.

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than April 18, 1980.

The attached sheet defines the three options for making your advance deposit. Please select the option you desire and submit your advance deposit in accordance with the instructions.

Very truly yours,

D. E. Swan
Operation Programming Engineer

HR:pf

bcc w/AD # 750: Region 5 Federal Aid Engineer, Roger Lang
Vern Skoog - Please return completed AD # 750 when check is received.

7114

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. -B630(2)

STATE PROJECT NO. See below

COUNTY NAME

PROGRAM STAGE (*Check*) ☐ 1. ☐ 2.

FROM: G. L. Green, Division Administrator

PROGRAM NO.

ITEM NO. 90021

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

3/14/80
Orig

RECEIVED
STATE HWY ENGR
MAR 14 '80
REFER TO
Moehring
FOR

Info	[illegible]	R/D	O/R	Sign	Act	File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
3-5-80	3-5-80	Secondary B630
		STATE ROUTE NUMBER County Road

GENERAL LOCATION: Wenaha River (Troy) Bridge Section

GENERAL DESCRIPTION OF WORK: One Structure

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (*Specify*) See below

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I accept the certification of Mr. Rod Henry dated 2-27-80 that provisions of FHPM 7-5-1 have been complied with.

As requested in Mr. Swan's 3-4-80 letter you are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $325,000 Federal Funds $286,480 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-5-80	G. K. Hossner	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—721-012

Section [illegible] (Troy) [illegible] Programming Estimate $ 320,000
Highway FAS B630 Project Length
County WALLOWA [illegible] Completion Time 180 Cal. days
Kind of Work GRD, SURF, & STR Est. Comp. Date
Prefix 532-1998 Letting Date 3/27/80 Project No. RS-B630(2)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ ~~273,434~~ 278,474 –
Anticipated Additional Items:		
Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control	1000	
State Furnished		
Roadside Seeding & Mulching		$ 6000
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)		
Bikeway Signs		
Furnish Mailbox Posts		
Adjust Utilities:		
Construct Toe Wall	5,000	
Subtotal		$ ~~279,434~~ 284474 –
Contingencies (4-1/2%)		~~12,574.53~~ 12,801.33
Engineering (~~8~~, 9, ~~10~~%)		~~25,149.06~~ 25,602.66
~~Subtotal~~		$
~~Credit for~~		
Estimated Net Authorization, Construction		$ ~~317,157.59~~ ~~319,926.99~~ 322,877.99

ERROR in Addition - Informed Roger Lang

APPROVED 2/28/80

Road Design Engineer

NOTED
D. O. Christensen

Increase County share by
2951 x 0.06 = $177.06 $200±

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 2/26/80
Donald L [illegible]

Mar. 27, 1980 Bid Letting ____________ All Clear Deadline

SECTION Weneha R. (Troy) Br.
Highway B630 Troy-Promise Rd.
County Wallowa Region 5
Type of Work G-P Str. Funds FAS C
State___ Consultant ___ Plans Avail.___Yes ___No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	X					
Negative Declaration	X					
Project Assessment		X			X	
Write-off Letter	X					
PERMITS:						
Division of State Lands		X	X	X	X	
D.O.G.M.I.	X					
Corps of Engineers		X			X	
Coast Guard	X					
Co. Conditional Use	X					
NPS Air Pollution	X					
NPS Water Pollution	X					
CULTURAL:						
Cultural Survey		X			X	
Cultural Salvage	X					
NOISE:						
Noise Study		X			X	Statewide

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 20, 1980

In Reply Refer to
File No.: PRO 6-2

TO G. L. Green, Division Administrator
Federal Highway Administration

**Original Signed By
D. E. Swan**

FROM D. E. Swan
Operation Programming Engineer

SUBJECT Project Data Submission
Item No. 90021
Project No. RS-B630(2)
Wenaha Riv. (Troy) Br. Section
Wallowa County

Attached support data consists of PR-1 forms and project maps.

It is the Oregon State Highway Division's present intention to receive bids for the project on March 27, 1980.

I request authorization to proceed with actions necessary to advance the physical construction provided for by the project at an estimated total cost of $325,000 with obligation of $286,480 in Federal Funds.

JLG:sr

cc: W. E. Schwartz (Region 5)
H. Reynoldson, w/att.

Form 734-3122

Budget Bureau No. 41-R20

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O. 2-20-80

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 … 65 Co. Rd., S. Limits of Troy	**ADT**	PRESENT 80 DHV 10	FUTURE (66) (70) - - - -	YEAR (71) (72) - -	REGION 10	STATE NAME Oregon	
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 … 62 One Bridge	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 … 23 RS-	NUMBER B630

CARD 4	CLASS OF FEDERAL FUNDS Rural Secondary	COUNTY NAME Wallowa			
	NAME OF URBAN AREA 17-31 - - - -	ROUTE NO. S	FEDERAL-AID B630 (32)	STATE Co. Rd. (36)	U.S. (37) - - -

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 88.15%	STATE FUNDS	OTHER FUNDS County
1	(14-15)	116	41	42	43 … 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**							
5					**ROW**							
5					**CONST** (CODE) X081		"Wenaha River (Troy) Bridge Section"	0.10	325,000	286,480	19,260	19,260

CARD	CODE	PREPARED BY	PROJECT TOTALS	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	1	JLG		0.10	325,000 (16) (23)	286,480 (24) (33)	19,260	19,260

CARD	CODE	
1	14	PROGRAM APPROVAL DATES

REMARKS Additional Data: Item
Project NO. RS-B630(1)

1

5321998

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

2-20-80

LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Rd., S. Limits of Troy 65		80 DHV 10	- - - - (66) (70)	- - (71) (72)	10	Oregon	41 (2) (3)	075 (4) (9)	90021 (14) (18)

K (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER (S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
62	(63) (65)	(66) (68)	(69)	(70)	(71)	(72) (73)	(74) (75)	14 RS- 23	B630	(2) 13	(24) (26)	27

Rural Secondary

- - - -

COUNTY NAME: Wallowa
CODE: 063 (14) (16)

ROUTE NO. S
FEDERAL-AID: B630 (32)
STATE: Co. Rd. (36)
U.S.: (37) - - - - (41)

PROGRAM STAGE ☐ 1 OR ☐ 2

K YPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST	FEDERAL FUNDS 88.15%	STATE FUNDS	OTHER FUNDS County	CHARACTER OF PROPOSED WORK (Full description)
46	53		(54) (58)	(59) (66)	(67) (76)			
W								
IST		"Wenaha River (Troy) Bridge Section"	0.10	325,000	286,480	19,260	19,260	ROW-60'Normal; Access Control-none; Parking Restrictions-none.
JLG		PROJECT TOTALS	0.10	325,000	286,480	19,260	19,260	
				(16) (23)	(24) (33)			

AL DATES

REMARKS Additional Data: Item No. 90021;
Project NO. RS-B630(1)

98

-over-

USCOMM DUSCOMM-DC 48905-P61

WENAHA RIVER (TROY) BRIDGE SECTION
PROJECT NO. RS-B630(2)

Remarks - continued

Project Data: The work consists of construct, on existing alignment, one prestressed deck beam span bridge (Br. No. 16420) 110 feet long with horizontal clearance of 28 feet. Install guard rail on both sides of roadway at each end of bridge, grade, drain, rock surface approaches at each end and perform incidental work common to this type of project.

Accommodation of Utilities: A State-County Agreement complying with paragraph 6d(1) of PPM 30-4.1 was executed May 29, 1979.

Maintenance: A State-County Agreement complying with section 116, Title 23 U.S.C. was executed May 29, 1979.

NOTE: This project is in Congressional District No. 2

Section Wenaha R (Troy) Bridge Programming Estimate $ 320,000

Highway FAS B630 Project Length

County WALLOWA Completion Time 180 Cal. days

Kind of Work [illegible] Est. Comp. Date

Prefix 532-1998 Letting Date 3/27/80 Project No. RS-B630(2)

NSTRUCTION AUTHORIZATION

ntract Amount . . . . $ 275,874 - ~~273,434~~

ROUTING SLIP—DEPT. OF TRANSPORTATION Date: 2-19-80

Director
Chief of Operations
Asst. Dir.-Administration
Asst. Dir.-Transportation Policy & Program Develop.
Accounting (Highway)
Administrative Services
Chief Counsel
Commission Services
Construction
Data Processing (Trans. Bldg.)
Employee Development
Engineering (Design)
Environmental
Equipment Shops & Storeroom
Finance (DOT)
FHWA

General Files
General Services (DOT)
Information Systems (Lana Ave.)
Labor Relations
Landscape
Library
Location
Mail Room
Maintenance
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photocopy
Proj. Mgmt. & Operations Planning

Public Affairs
Public Transit
Radio
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
Structures
Technical Services Engineer
Traffic Support Services
Transportation Policy & Program Development
Travel Information
Utilities
Metropolitan
[✓ Region Number 5]
District Number

ATTENTION: Roger Lang

FROM: HR

COMMENTS: Seems there is a slight change

Form 731-0022 (7/78) SP*70682-734

. . . 1000

. . . $ 6000

. . . 5000

Subtotal $ 281,874 - ~~279,434~~

Contingencies (4-1/2%) . . . . 12,684.33 ~~12,574.53~~

Engineering (8, 9, 10%) . . . . 25,368.66 ~~25,149.06~~

~~Subtotal~~ $

~~Credit for~~ . . . .

Estimated Net Authorization, Construction . . . . $ ~~317,157.59~~

APPROVED

	319,926.99
Est. PE Costs	14,600.00
Est. Total Costs	334,526.99
County 6% share is	20,071.50
Less PE Advance	1000.00
Est. County share	$19,071.50

Road Design Engineer

Section *Wenaha R (Troy) Bridge* Programming Estimate $ *320,000*
Highway *FAS B630* Project Length
County *WALLOWA* Completion Time *180 Cal. days*
Kind of Work [illegible] Est. Comp. Date
Prefix *532-1998* Letting Date *3/2[illegible]/80* Project No. *RS-B630(2)*

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 275,874 - ~~273,434~~
Anticipated Additional Items:		
Royalty Payment.		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping.		
Temporary Pavement Striping.		
Remove Pavement Striping (Exist. & Temp.) . . .		
Temporary Erosion Control	1000	
State Furnished		
Roadside Seeding & Mulching		$ 6000
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)		
Bikeway Signs		
Furnish Mailbox Posts		
Adjust Utilities:		
. . . .		
Construct Toe Wall	5000	
. . . .		
. . . .		
. . . .		
Subtotal		$ 281,874 - ~~279,434~~
Contingencies (4-1/2%)		12,684.33 ~~12,574.53~~
Engineering (8, 9, 10%)		25,368.66 ~~25,149.26~~
~~Subtotal~~		$
~~Credit for~~		
Estimated Net Authorization, Construction		$ ~~317,157.59~~

APPROVED

		319,926.99
Est. PE Costs		14,600.00
Est. Total Costs		334,526.99
County 6% share is	20,071.50	
Less PE Advance	1000.00	
Est. County share	$19,071.50	

Road Design Engineer

EGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 2
Date
Section [illegible]
County
Kind Of Work
Length
Name Day

1-29-80 8

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization		All	All	(9%)	23,000
	Temporary Protection and Direction of Traffic		All	All		2100 -
	Temporary Signs		Sq Ft	235	6 -	1410
	Temporary Barricades		Each	2	125 -	250
	Temporary Continuous Rail Traffic Barriers, Reflectorized		Lin Ft	88	8 -	704
	Flagmen		Hr	40	24 -	960
	Clearing and Grubbing		All	All	---	2,500 -
	Removal of Structures and Obstructures		All	All		1,500 -
	General Excavation		Cu Yd	1566	10 -	15,660
	Toe Trench Excavation		Cu Yd	180	15 -	2700
	Finishing Roadbed and Slopes		All	All		2,500 -
	Watering		M-Gal	35	15 -	525
	Grid-Rolled Aggregate Subbase		Cu Yd	770	8 -	6160
	Grid Roller with Tractor		Hr.	16	70 -	1120
	Aggregate Base		Cu Yd	170	25 -	4250
	Guard Rail, Type 2A		Lin Ft	425	25 -	10625
	Guard Rail, Type 3		Lin Ft	100	35 -	3500
	Guard Rail Anchors, Type 1		Each	4	400 -	1600
	Rail End Pieces, Type C		Each	4	175 -	700
	Loose Riprap, Class 700		Cu Yd	275	20 -	5500
	Filter Blanket		Cu Yd	70	25 -	1750

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 2
Date
Section Wenaha R (Troy) Br.
County
Kind Of Work
Length
Name

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Structure					
	Bridge Removal Work		All	All		10,000
	Shoring, Cribbing, Etc.		All	All		10,000
	Structure Excavation		Cu. Yd.	250	30	7,500
	Structural Concrete, Class 3300 (120 cy @ $400)		All	All		48 000
	110'/115' Deck Bulb Tee Prestressed Beams		Each	5	17,500	87,500
	Reinforcement (14,800 @ 0^{60})		All	All		8880
	Structural Steel (1600 lbs @ 3^{00})		All	All		4800
	Metal Rail with Tubing		Lin Ft	213	60	12,780

Section Wenaha R. (Troy) Bridge Programming Estimate $
Highway FAS B630 Project Length
County WALLOWA Completion Time [illegible]
Kind of Work [illegible] Est. Comp. Date
Prefix [illegible] Letting Date 3/27/80 Project No. RS-B630(2)

ESTIMATED CONSTRUCTION AUTHORIZATION

ROUTING SLIP—DEPT. OF TRANSPORTATION Date: 2-15-80

Director
Chief of Operations
Asst. Dir.-Administration
Asst. Dir.-Transportation Policy & Program Develop.
Accounting (Highway)
Administrative Services
Chief Counsel
Commission Services
Construction
Data Processing (Trans. Bldg.)
Employee Development
Engineering (Design)
Environmental
Equipment Shops & Storeroom
Finance (DOT)
FHWA

General Files
General Services (DOT)
Information Systems (Lana Ave.)
Labor Relations
Landscape
Library
Location
Mail Room
Maintenance
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photocopy
Proj. Mgmt. & Operations Planning

Public Affairs
Public Transit
Radio
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
Structures
Technical Services Engineer
Traffic Support Services
Transportation Policy & Program Development
Travel Information
Utilities
Metropolitan
[✓ Region Number 5]
District Number

ATTENTION: Roger Lang

FROM: KR

COMMENTS: Please inform the county.

Form 731-0022 (7/78) SP*70682-734

tract Amount . . . . $ 273,434 –

1000

$ 6000

Subtotal $ [illegible]

Contingencies (4-1/2%) . . . . [illegible]

Engineering (8, 9, 10%) . . . . [illegible]

Subtotal $

~~Credit for~~ . . . .

Estimated Net Authorization, Construction . . . . $ [illegible]

APPROVED

Est. P.E. costs 14 600.00
Est Total project cost. 331,757.59
The county share would be 6% of 331,757.59 = 19,905.00
Less County advances − 17 500.00
− 1,000.00
$1,405.00

By rounding $1400 ± additional

Road Design Engineer

Section Wenaha R. (Troy) Bridge Programming Estimate $

Highway FAS B630 Project Length

County WALLOWA Completion Time 180 Cal. days

Kind of Work GRD, SURF. & STR Est. Comp. Date

Prefix C 32-1978 Letting Date 3/27/80 Project No. RS-B630(2)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 273,434 –

Anticipated Additional Items:

Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control	1000	
State Furnished		
Roadside Seeding & Mulching		$ 6000
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)		
Bikeway Signs		
Furnish Mailbox Posts		
Adjust Utilities:		
[illegible]	5000	

Subtotal $ 279,434 –

Contingencies (4-1/2%) 12,574 53

Engineering (8, 9, 10%) 25,149 06

~~Subtotal~~ $

~~Credit for~~ . . . .

Estimated Net Authorization, Construction . . . . $ 317,157 59

Est. P.E. costs 14,600 00

APPROVED

Est Total project cost. 331,757 59

The county share would be 6% of 331,757.59 = 19,905.00

Less County advances – 17,500.00

– 1,000.00

$1,405.00

By rounding $1400 – additional

Road Design Engineer

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 2
Date
Section
County
Kind Of Work
Length
Name

No	Item	Code	Unit	Quant.	Unit Cost	Total
	[illegible]		All	All	(9%)	23,000
	Temporary Protection and Direction of Traffic		All	All		2100 -
	Temporary Signs		Sq Ft	235	6 -	1410
	Temporary Barricades		Each	2	125 -	250
	Temporary [illegible] Traffic Barrier [illegible]		Lin Ft	88	8 -	704
	Flagmen		Hr	40	24 -	960
	Clearing and Grubbing		All	All		2,500 -
	Removal of Structures and Obstructions		All	All		1,500 -
	[illegible] Excavation		Cu Yd	1566	10 -	[illegible]
	[illegible]		[illegible]	[illegible]	15 -	[illegible]
	[illegible]		[illegible]	[illegible]		2,500 -
	[illegible]		[illegible]	35	15 -	[illegible]
	[illegible]		Cu Yd	770	8 -	[illegible]
	[illegible]		[illegible]	16	70 -	[illegible]
	Aggregate [illegible]		Cu Yd	170	25 -	[illegible]
	[illegible]		[illegible]	[illegible]	25 -	10625
	[illegible]		[illegible]	[illegible]	35 -	[illegible]
	[illegible]		[illegible]	[illegible]	400 -	
	[illegible]		[illegible]	4	175 -	
	[illegible]		[illegible]	[illegible]	20 -	[illegible]
	[illegible]		[illegible]	[illegible]	25 -	[illegible]

./.

[illegible]GON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 2
Date
Section [illegible] (Gray) Br.
County
Kind Of Work
Length
Name

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Structures					
	Bridge Removal Work		All	All		10,000
	Shoring, Cribbing, Etc.		All	All		10,000
	Structure Excavation		Cu. Yd.	250	30	7,500
	Structural Concrete Class 3300 (115 [illegible])		All	All		46,000
	110'/115' Deck Bulb Tee Prestressed Beams		Each	5	17,500	87,500
	Reinforcement [illegible] ([illegible])		All	All		5340
	Structural Steel ([illegible])		All	All		4800
	Metal [illegible] Railing		[illegible] Ft	213	[illegible]	12,780

```
[illegible]                                                      DECEMBER 1979        PAGE 001
[illegible]                    PREFIX     FUNCTION  [illegible]  CURRENT [illegible]   YEAR TO DATE   [illegible] TO DATE
                                          ** JOB TOTALS **   [illegible] **     4,[illegible] **    11,[illegible] **
[illegible]                                                                                              STATE
                                                                               71.96         [illegible]
                                                                                             2,[illegible]
                                          [illegible]
[illegible]                                                                                              STATE
                                                                                             2[illegible]
                                          [illegible]
[illegible]                                                                                              STATE
                                                              [illegible]ER    3,[illegible]R      1[illegible]R
                                                              [illegible]      3,[illegible]       [illegible]
                                                              2.[illegible]    [illegible]         4,[illegible]
                                                              [illegible]      2,[illegible]       2,[illegible]
                                                              43.[illegible]   3,[illegible]       3,[illegible]
                                                              5.56             161.31
                                                                               [illegible]
                                                                               4[illegible] 77     2,[illegible]
                                          TOT      PI         110.74           6,913.18            14,51[illegible]
                                                   MI                                              3.77
                                          ** JOB TOTALS **    110.74 **        6,913.18 **         14,518.43 **
```

```
TOTAL TO DATE JOB COST SUMMARY                                    DECEMBER 1979        PAGE 001

DESCRIPTION OF JOB OR DEPARTMENT     PREFIX      FUNCTION  OR  CURRENT [illegible]   YEAR TO DATE     [illegible]

                                                 TOT     P1       717.39           4,[illegible]
                                             ** JOB TOTALS **     717.39  **       4,320.22  **     [illegible] **

  FREEZE-OUT GORGE-UPPER IMNAHA CONT NO       FA PROJ NOS FS  [illegible]01 100                                  [illegible]
                                 532   1990    2[illegible]     ( ) N 9                [illegible]
                                 [illegible]   19[illegible]    207     ( ) N 9
                                 [illegible]   19[illegible]    208     ( ) N 9                      71.56
                                 532   19[illegible]    9[illegible]     ( ) [illegible] 1
                                 532   19[illegible]    9[illegible]1    ( ) N 1
                                 [illegible]   19[illegible]    9[illegible]5    ( ) P 1
                                 [illegible]   [illegible]      9[illegible]     ( ) [illegible] 1
                                 [illegible]   19[illegible]    916     ( ) P 1
                                 [illegible]   19[illegible]    9[illegible]3    ( ) P 1
                                 532   19[illegible]    [illegible]     ( ) P 1
                                                 TOT     P1
                                                 TOT     N1
                                             ** JOB TOTALS **               **                  **

  IMNAHA RIV GR FRZOUT FAS     CONT NO       3 FA PROJ NOS [illegible]02 100                                  [illegible]
                                 [illegible]   [illegible]      2[illegible]     ( ) [illegible]
                                 [illegible]   [illegible]      2[illegible]3    ( ) N 9
                                 [illegible]   [illegible]      [illegible]      ( ) [illegible] 1
                                 [illegible]   [illegible]      [illegible]      ( ) [illegible] 1
                                 532   1994    9[illegible]0    ( ) P 1
                                                 TOT     [illegible]
                                             ** JOB TOTALS **               **

  IMNAHA RV (TROY) GR          CONT NO        FA PROJ NOS FS  [illegible]01 100     2[illegible].27CR     [illegible]
                                 [illegible]   [illegible]      [illegible]      ( ) [illegible]          [illegible]            [illegible]
                                 [illegible]   [illegible]      [illegible]      ( ) [illegible] 1
                                 [illegible]   [illegible]      [illegible]      ( ) [illegible] 1        [illegible]            [illegible]
                                 532   19[illegible]3   9[illegible]5    ( ) P 1 Br. design  43.18        3,[illegible]2.69
                                 [illegible]   [illegible]      9[illegible]     ( ) P 1                 5.[illegible]           [illegible]
                                 [illegible]   [illegible]      9[illegible]3    ( ) [illegible] 1
                                 532   19[illegible]3   9[illegible]0    ( ) P 1                                           [illegible]
                                 532   19[illegible]3   921     ( ) P 1
                                 5[illegible]2   19[illegible]3   9[illegible]2    ( ) P 1
                                 [illegible]   19[illegible]3   9[illegible]3    ( ) P 1
                                 [illegible]   19[illegible]3   9[illegible]6    ( ) P 1                                   [illegible]
                                 [illegible]   19[illegible]    9[illegible]7    ( ) P 1
                                                 TOT     P1        110.74              6,913.18          1[illegible]
                                                 TOT     N1                                                 [illegible]
                                             ** JOB TOTALS **      110.74  **          6,913.18  **     11,[illegible].43  **
```

114

~~OREGON STATE HIGHWAY DIVISION~~
117 DOT Building
Salem, Oregon 97310

Highway# 3.32.

11 27 79

Prefix 532-1998

Attention: Right-of-Way Section

Subject: Federal Aid Project No. RS-B630(1)
Project Name Wenaha River (Troy) Bridge
FAS-B630

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Enterprise, Oregon, this 27th day of November, 1979

County of Wallowa

County Judge/Chairman

Gerry McFetridge
Commissioner

Ivan E. Butler
Commissioner

Certified By:

Regional Right-of-Way Supervisor
Date December 10, 1979

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/76

911-1

STATE OF OREGON

INTEROFFICE MEMO

DES 23
BR 16420

TO: Mr. W. E. Schwartz
Region 5 Engineer

FROM:
T. Thompson
T. G. Thompson
Supervising Structural
Design Engineer

DATE: November 13, 1979

SUBJECT:
Wenaha River (Troy) Bridge
Wenaha River (Troy) Br. Sec.
Troy Road
Wallowa County
Bridge 16420

Enclosed are two reduced prints of drawings 34952 through 34957 which are the advance detail drawings for the subject structure.

Our present estimate of costs for the proposed contract is as follows:

Grading and Paving	$ 54,400
Structure	193,100
Engineering & Contingencies	46,500
TOTAL	$294,000

It is planned to call for bids on this section on March 27, 1980.

Please make a field review and return one set by January 4, 1980 with your comments and/or corrections noted thereon.

SDA:dh
Enclosures

cc Verne Russell, Wallowa Co. Engr., /w/ 2 sets encls.
H. A. Schell /w/ 2 sets encls and 1 set foundation report
C. T. Keasey /w/ 1 set encls.
Specs Unit /w/ 1 set encls. plus estimate sheet (unchecked) and designer's notes.
Utility Unit /w/ 1 set encls.
County-City Unit
Road Design /w/ 1 set encls.
J. Schlieski /w/ 1 set encls.

81-125-1387

WENAHA RIVER (TROY) BRIDGE SEC. FAS B630 ALLOWA COUNTY				SHEET No. 1
FED ROAD D. No	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

PRELIMINARY COPY
OCT 2[illegible] 1979
SUBJECT TO CHANGE
FINAL DESIGN UNIT

OREGON 11141

RANSPORTATION

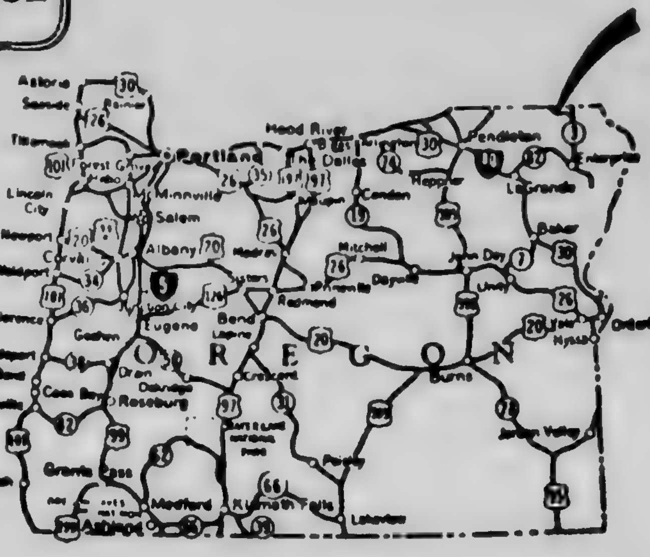
AY DIVISION

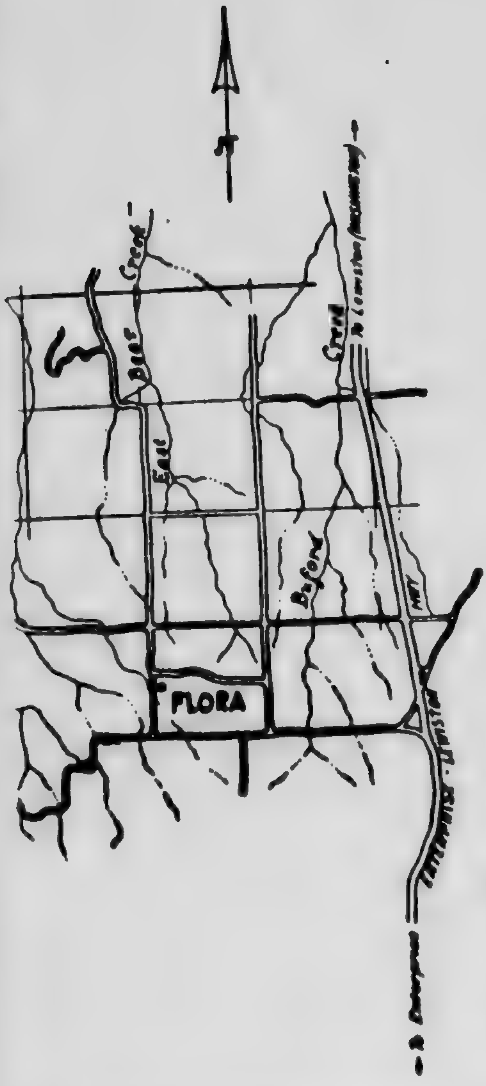
)SED PROJECT

ROY) BRIDGE SEC.

630
COUNTY

APPROVED 11/9 1979
COUNTY COURT OF Wallowa COUNTY
BY Marion W. McClure
COUNTY COMMISSIONER
Jean E. Butler
COUNTY COMMISSIONER


Astoria
Seaside
Tillamook
Forest Grove
Lincoln City
Newport
Corvallis
Waldport
Florence
Reedsport
North Bend
Coquille
Gold Beach
Portland
Hood River
The Dalles
Madras
Condon
Heppner
Pendleton
La Grande
Enterprise
Baker
McMinnville
Salem
Albany
Eugene
Mitchell
John Day
Ontario
Nyssa
Redmond
Bend
Crescent
Burns
Roseburg
Coos Bay
Grants Pass
Medford
Klamath Falls
Lakeview
Jordan Valley
O R E G O N
30
26
101
5
20
97
395
84
95
66
199
140


N
Bear Creek
East
Buford Creek
FLORA
To Lewiston
HWY
Lewiston

PRELIMINARY COPY
SUBJECT TO CHANGE

H S Coulter STATE HIGHWAY ENGINEER

E S Hunter ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Tom Walsh	VICE CHAIRMAN
Gordon Coleman	COMMISSIONER
Peter J Brix	COMMISSIONER
Michael P Hollern	COMMISSIONER
Fred B Klaboe	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
APPROVED:
DISTRICT ENGINEER DATE

7114

FORM 81-734-3030-X

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon
October 5, 1979

Roger C Lang

FROM: Roger C. Lang
Region Federal Aid Engineer

TO: Ted Thompson
Structural Design Supervisor

SUBJECT: Wenaha River (Troy)
Bridge Section
FAS B-630, Troy Road
Wallowa County

Enclosed are two drawings, Nos. 34836 and 34608, preliminary plan and elevation which have been approved by the Wallowa County Court.

The County Court is again requesting the bid opening be advanced to the earliest possible date. The scheduled call for bids on April 4, 1982 is unacceptable. — NO.

Region 5 supports Wallowa County in their request for the earliest possible letting date and asks the Project Management Section to re-evaluate the proposed bid letting date.

RCL/sjk

cc Verne Russell
✓D. E. Swan
D. O. Christensen
J. A. Schlieski

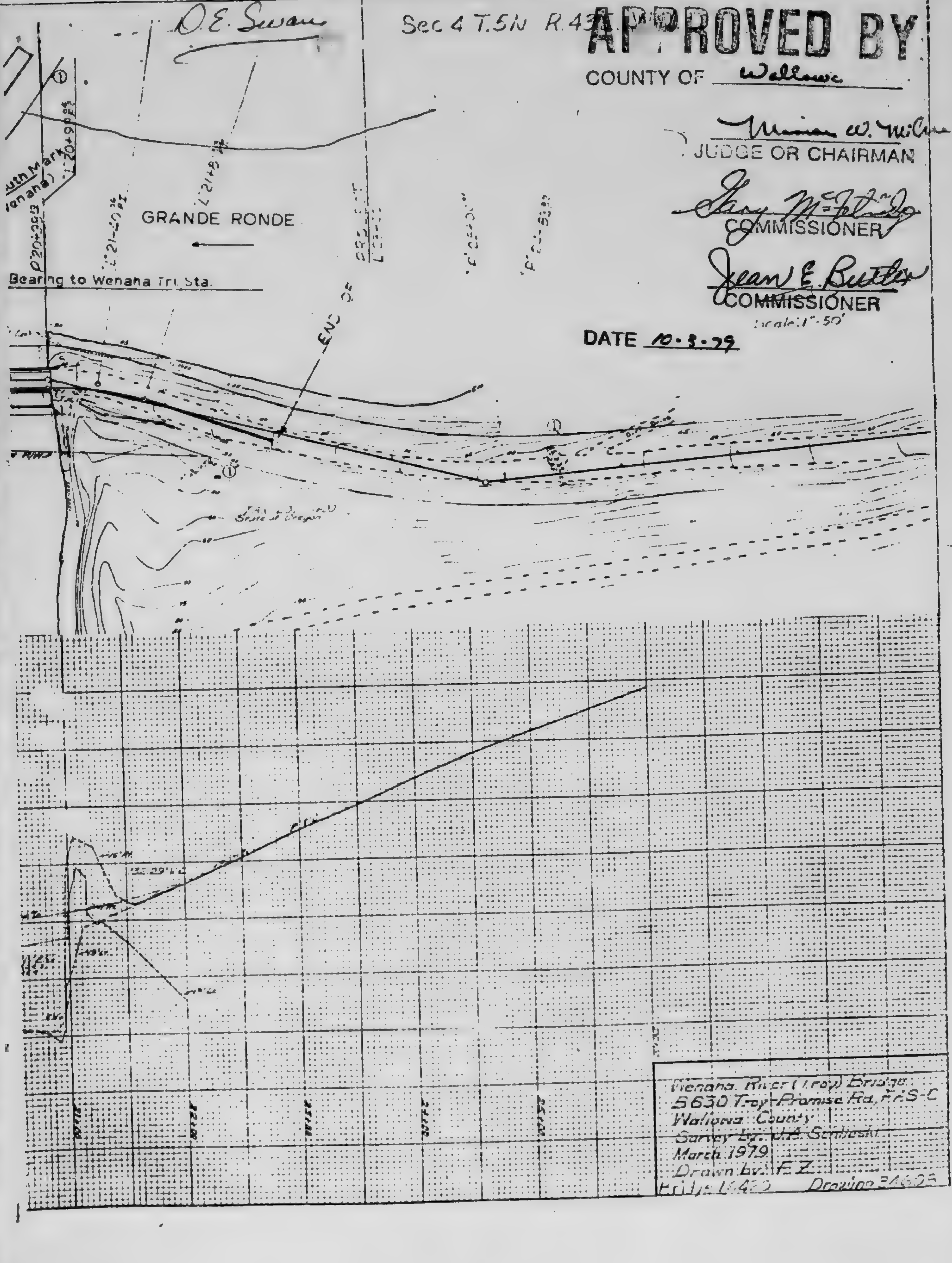
5 22 1981

JAN 80

PROJECT MANAGEMENT BRANCH
ACHE ☐ STE
PLE ☐ RE ☐ PRE ☐ 5
OCT 9 [illegible]
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

D.E. Swan

Sec 4 T.5N R.43E


7
①
South Mark (Wenaha)
P 20+29.93
L 20+99.98
L 21+20.36
L 21+89.83
GRANDE RONDE
Bearing to Wenaha Tri. Sta.
END OF
State of Oregon
Scale: 1" = 50'

APPROVED BY

COUNTY OF Wallowa

Marion W. McClure

JUDGE OR CHAIRMAN

Gary McFetridge

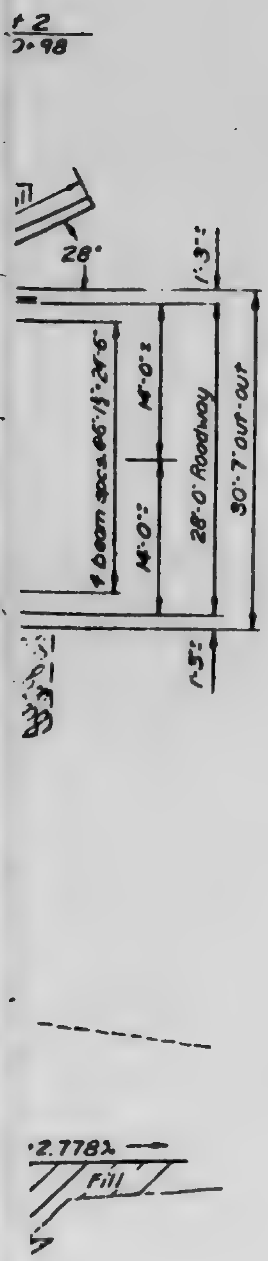
COMMISSIONER

Jean E. Butler

COMMISSIONER

DATE 10-3-79

Wenaha River (Troy) Bridge
5630 Troy-Promise Rd, F.A.S-C
Wallowa County
Survey by: J.A. Schloeski
March 1979
Drawn by: F.Z.
Bridge 16430 Drawing 24605


+2
0+98
28°
1'-3''
4 Beam spcs @ 6'-1½''=24'-6''
14'-0''
14'-0''
28'-0'' Roadway
30'-7'' out-out
1'-5''
+2.7782
Fill

HYDRAULIC DATA		
	DESIGN FLOOD	MAX FLOOD YR (1964)
Discharge, cfs	17500	17500
Frequency, yrs.	75	75
H.W. Elevation Natural Channel	1604.3	

APPROVED BY

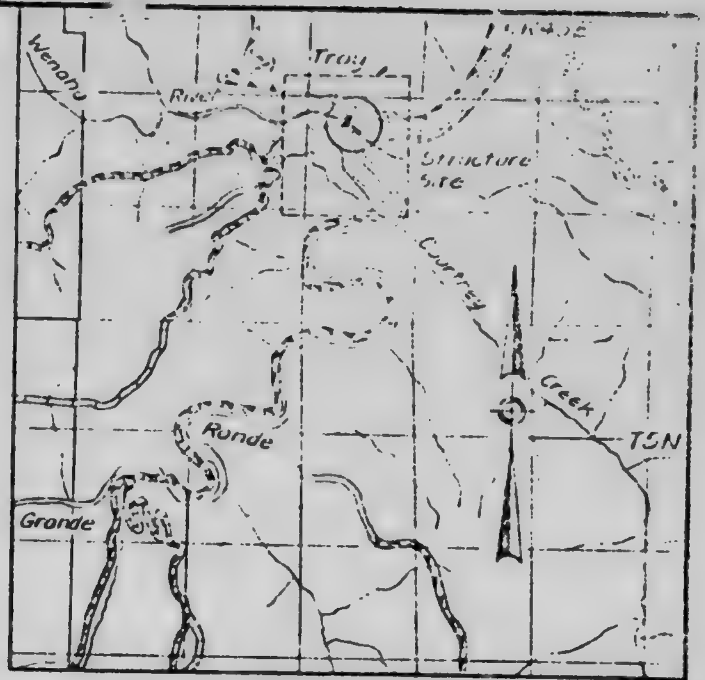
COUNTY OF Wallowa

Marion W. McClure
JUDGE OR CHAIRMAN

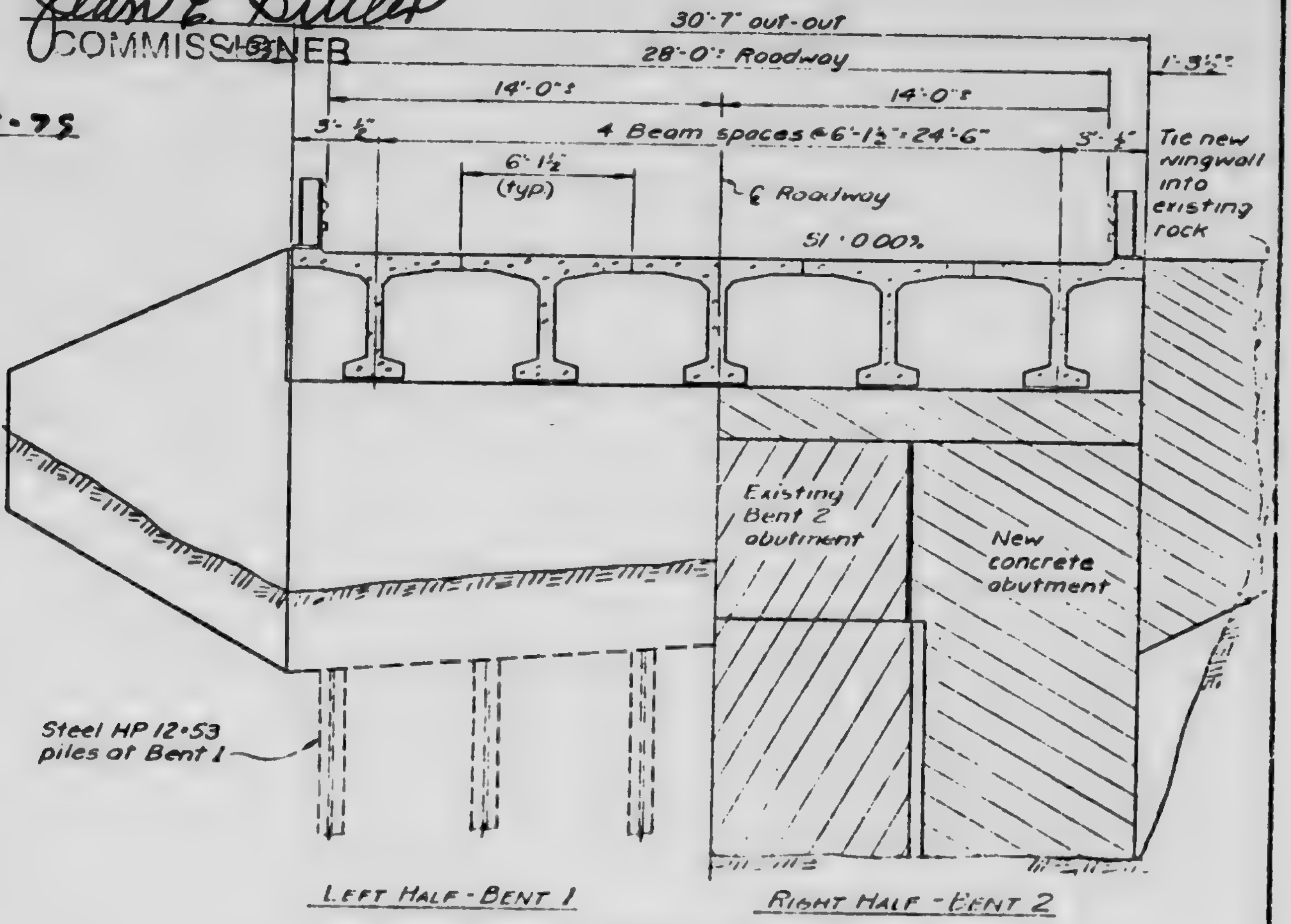
Gary McFetridge
COMMISSIONER

Jean E. Butler
COMMISSIONER

DATE 10-3-79


Wenaha
River
Troy
Structure Site
Currey
Creek
T5N
Ronde
Grande

VICINITY MAP
No scale


30'-7'' out-out
28'-0'' Roadway
1'-3½''
14'-0''
14'-0''
3'-½''
4 Beam spaces @ 6'-1½'' = 24'-6''
3'-½''
Tie new wingwall into existing rock
6'-1½'' (typ)
℄ Roadway
Sl = 0.00%
Existing Bent 2 abutment
New concrete abutment
Steel HP 12×53 piles at Bent 1

LEFT HALF - BENT 1

RIGHT HALF - BENT 2

TYPICAL SECTION
Scale ¼'' = 1'-0.

APPROVED
PE
STRUCTURAL DESIGN ENGINEER
PE
TECHNICAL SERVICES ENGINEER

DESIGNED G. Abernathy
DRAWN C. Wallen
CHECKED
REVIEWED
REVIEWED
CALC BOOK

DATE REVISION

OREGON DEPARTMENT OF TRANSPORTATION
STRUCTURAL DESIGN SECTION

WENAHA RIVER (TROY) BRIDGE

TROY ROAD WALLOWA COUNTY

PRELIMINARY PLAN & ELEVATION

ACCOMPANIED BY DWGS

DATE Aug 20, 1979
BRIDGE NO. 16420
SHEET 1 OF
DRAWING NO. 34836

STATE HIGHWAY VISION

ion Date

DATE: September 28, 1979

TO: Harold Bra erd - R/W Supervisor - Bend

FROM: Joe Schlieski
P. O. Box 850
La Grande, Oregon 97850

Enclosed find the following data:

Wenaha River (Troy) Bridge - Wallowa County

1 - copy Permit of Entry from State of Oregon through the Dept. of Fish and Wildlife

1 - copy Permit - allowing Wallowa County to construct a detour and bridge

There is a possibility that asmall piece of R/W is not accounted for - Tax Lot 3000. The county is checking into this matter.

cc: Location Section
Region
file
Region 5 R/W
Local Govt Unit ✓

Joe Schlieski
(SIGNATURE)

PLEASE REPLY HERE

☐ RE ☐ RCE ☐ RME ☒ ROE ok

note ☒ RFA OCT 01 1979 ☐

RECEIVED
REGION 5 OFFICE

CC: ______ ______ (SIGNATURE) ______ (DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1st 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

3

PERMIT OF ENTRY

The State of Oregon acting through its DEPARTMENT OF FISH AND WILDLIFE, hereinafter referred to as "Department", hereby permits WALLOWA COUNTY, hereinafter referred to as "County", to leave the confines of the existing 60 foot public road easement and enter upon Department lands in Lot 4, Section 4, Township 5 North, Range 43 East of the Willamette Meridian, for the purpose of constructing a widened south approach to the Wenaha River bridge.

The term of this permit is from November 1, 1979 to November 1, 1980.

The County agrees to make no permanent use of Department lands for this purpose, and to restore disturbed Department lands to essentially the same condition as prior to construction subject to the approval of the Wenaha Wildlife Area Manager.

It is understood and agreed that the Department's liability is as provided and limited by ORS 30.260 to 30.300 inclusive.

This permit is executed this 25th day of September, 1979.

PERMITTOR - State of Oregon
Acting by and through its
Department of Fish and Wildlife

By ______________________
Warren W. Aney, Regional Supervisor

PERMITTEE - Wallowa County

By ______________________

PERMIT

The State of Oregon acting through its DEPARTMENT OF FISH AND WILDLIFE, hereinafter referred to as "Department", hereby permits WALLOWA COUNTY, hereinafter referred to as "County", to construct a detour road and bridge over and across Lot 4, Section 4, Township 5 North, Range 43 East of the Willamette Meridian.

The term of this permit is from November 1, 1979 to November 1, 1980.

The County agrees to barricade and make impassible or remove the detour road upon completion of the project.

The County agrees to comply with applicable state laws and regulations regarding fill and removal permits and river channel disturbance.

It is understood and agreed that the Department's liability is as provided and limited by ORS 30.260 to 30.300 inclusive.

This permit is executed this 19th day of Sept. 1979.

PERMITTOR - State of Oregon
Acting by and through its
Department of Fish and Wildlife

By Warren Aney by Mike [illegible]
Regional Supervisor

PERMITTEE - Wallowa County

By
FAS Coordinator
For Wallowa County

Date 9/27/79 PROJECT MANAGEMENT OFFICE MEM

Subject Wenaha R. (Troy) Br. File No. FAS-BL30

Received (call) ~~(visit)~~ from Larry Hart

Address

Made (call) (visit) to Phone

Reason for contact and general discussion: Estimate now is $284,000 ±. Wallowa County on paper [illegible] [illegible] Schleiski that they have $17,500 matching funds which makes a limit of $[illegible]. So [illegible]% over $284,000 is somewhat beyond what beyond the county's limit.

c.c. Larry Hart - Design

Signature Harold [illegible]

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PMF LGE OPE FAE CCE OM Other

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. W. E. Schwartz
Region 5 Engineer
Attention Roger Lang

FROM:

T. G. Thompson
Supervising Structural
Design Engineer

DATE: September 20, 1979

SUBJECT

Wenaha River (Troy) Br.
Wenaha River (Troy) Br. Sec.
FAS B630, Troy-Promise Road
Wallowa County
Bridge 16420

Enclosed are four reduced prints of drawings 34836 and 34608 which are the preliminary plan and elevation and vicinity map for the subject structure.

Our present estimate of costs for the proposed contract is as follows:

Grading and Paving	$ 53,800
Structure	182,900
Engineering & Contingencies	47,400
Total	$284,100

Please use these prints to obtain the approval of Wallowa County and return one set of prints to this office as soon as possible with the appropriate approval stamped thereon.

It is planned to call for bids on this project on April 4, 1982 although it is anticipated that it will be moved ahead on the schedule.

GDA:dh

Enclosures

cc H. A. Schell /w/ 1 set encls.
Road Design /w/ 1 set encls.
County-City Unit
Maxine Banks (Environmental) /w/ 1 set encls.

June 20, 1979

Wallowa County Court
Courthouse
Enterprise, OR 97828

Attention: Marjorie Martin
County Clerk

[illegible]C. CONTRACTS and
[illegible] No. 7227

Gentlemen:

Attached for your files is a fully executed copy of an agreement concerning construction of the Wenaha River Bridge Section of Troy Road in Wallowa County.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

C. W. Head
COMMISSION SERVICES

kkr

Attachment

bc: Dorland Swan (agreement attached)

STATE OF OREGON INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: May 24, 1979

FROM: D. E. Swan
Federal Aid Engineer

SUBJECT: Proposed FAS-C Project
Wallowa County

Wallowa County is requesting the authorization of the construction of the Troy Bridge over the Wenaha River, an FAS B630. Bridge is to be approximately 110 feet long with a 28 foot roadway. Approaches and detour are to be included in the contract. No additional Right-of-Way. Engineering by State. PE was approved by Transportation Commission on September 19, 1978. See attached sketch for location.

Jurisdiction	Section	Total Funds	Federal Funds	State Funds	County Funds
Wallowa Co.	Wenaha River (Troy) Bridge FAS B-630	$212,000	$186,560	$12,720	$12,720

The region and this office have investigated this proposed project, confirming its validity and financing under the FAS-C program. I recommend your approval and request you authorize this project under delegated authority.

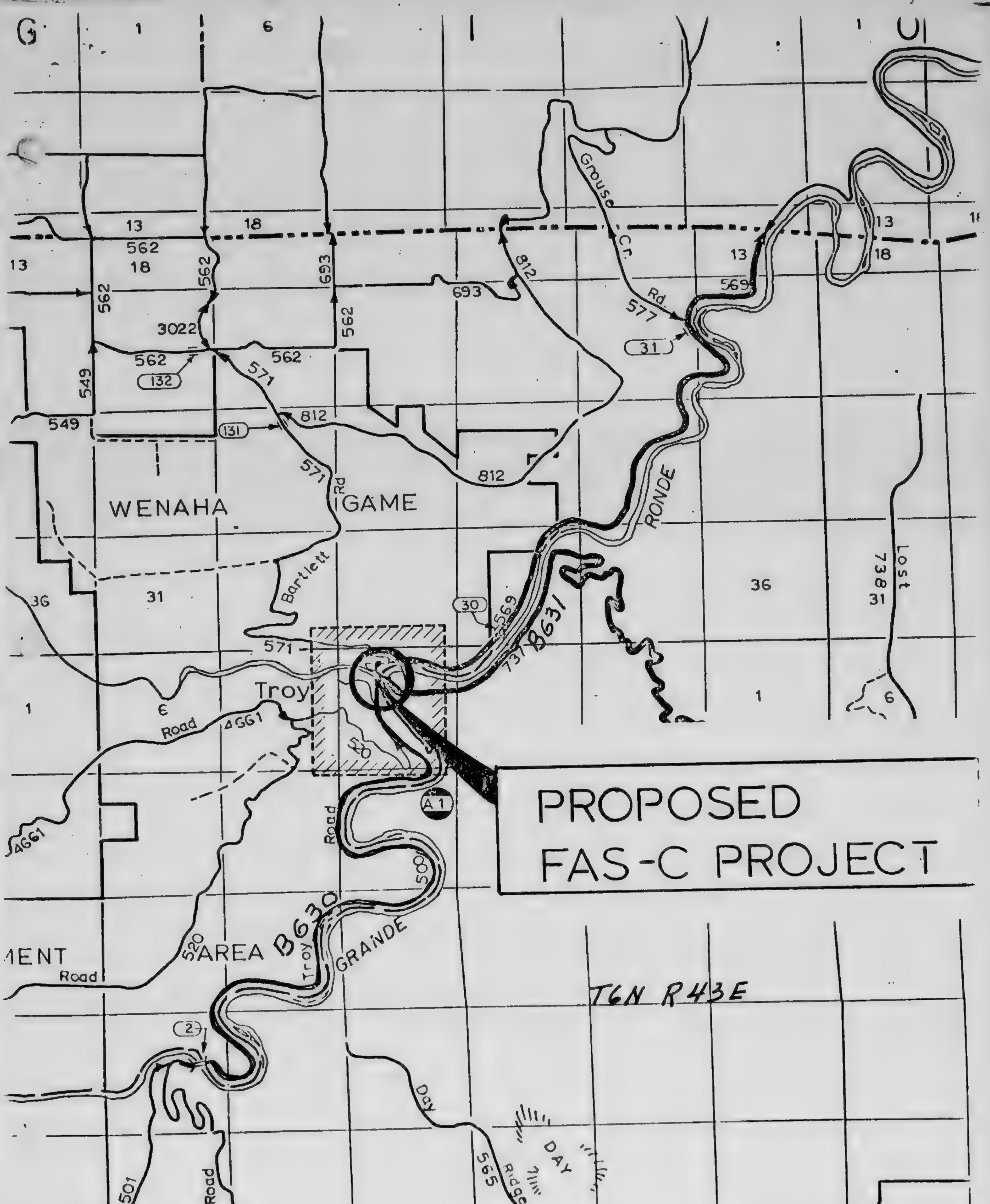
Approved

H S Coulter
State Highway Engineer

Date 5/29/79

HR:pf
Attachment

81-125-1387


PROPOSED
FAS-C PROJECT
T6N R43E
WENAHA
GAME
AREA
Troy
Grouse Cr. Rd.
RONDE
GRANDE
Bartlett Rd
Troy Road
Lost
Day Ridge
DAY
B631
B630
A1
562
3022
571
549
812
693
577
569
731
4661
500
520
501
565
7381
132
131
31
30
2

1114

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: FILE

DATE: June 12, 1979

FROM: Gene M Finley
Gene Finley
Hydraulics Specialist

SUBJECT: Wenaha River Bridge
Troy Road (F.A.S. B630)
Wallowa County

The proposed project will replace an existing 110-foot steel truss structure on the same alignment.

HYDROLOGY

Wenaha River is a north-south tributary of the Grande Ronde River and drains an area of approximately 300 square miles above the proposed bridge site. Stream gage data are available from gage numbers 13-3325 and 13-3330 located on the Grande Ronde River near Rondowa and Troy respectively. The recurrence interval vs. peak discharge relationship listed below was interpolated from a statistical analysis of these gage data using a log-Pearson Type III distribution.

Recurrence Interval	Peak Discharge
100-year	18,100 cfs
50-year	15,100 cfs
25-year	12,200 cfs
10-year	8,700 cfs
5-year	6,240 cfs

The highwater elevation of 1,604.3 feet (MSL) was determined from field measurements for the December 23, 1964 flood. This highwater elevation is estimated to have been the 75-year flood with a peak discharge of 17,500 cfs.

HYDRAULIC DESIGN

The 75-year flood of 17,500 cfs was chosen as the design flood.

The Bridge Department suggested that the replacement structure be a single-span bridge with vertical abutments. To maintain the status quo conditions it is suggested that the replacement structure be the same length as the existing structure. A 110-foot single-span bridge with a waterway opening of 1,350 square feet normal to the stream creates a design highwater of 1,604.8 feet (MSL) along the upstream embankment which includes 0.5 feet of backwater.

There are two peaks at gage 13-3330; one from the Grande Ronde River drainage basin and one from the Wenaha River drainage basin. The two peaks do not coincide. There has been no overtopping of the bridge during either of these peaks. Because it is recommended that the replacement structure maintain the same waterway opening, the confluence of the Wenaha River and the Grande Ronde is not considered to be a problem for the 75-year flood.

M

RIPRAP

It is suggested that the fresh embankment slopes be protected with a three-foot blanket of class 700 loose riprap with a toe trench. A nine-inch filter blanket will be required.

GF:ge

cc:	Frank Terpin	w/att.
	Walt Hart	"
	Jack Davis	"
	D. Christensen	"
	✓Don Harwell	"
	Herb Schell, FHWA	"
	W. E. Schwartz	"

PROJECT MANAGEMENT
CCE ☐ OM ☐
IAE ☐ OPS
[illegible] 1979
File: FM FA
LG GP

HYDRAULIC DATA

	DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR (1964)
Discharge - cfs	17500		17500
Discharge - m^3/s			
Frequency - yrs.	75	100	75
H.W. Elevation Natural Channel ft.	1604.3		
H.W. Elevation Natural Channel m.			
H.W. Elevation Channel Change ft.			
H.W. Elevation Channel Change m.			
Average Velocity fps	13.0		
Average Velocity mps			

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS:

OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

Wenaha River Bridge
Troy Road (FAS B630)
Wallowa County

COMPILED BY: Gene M. Finleu

DATE: June 11 1979

5-23-79
☒ ACTION ☐ INFO
☒ FILE
☒ FILE

Department of Transportation
TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 21, 1979

Mr. William Penhollow
Executive Assistant
Association of Oregon Counties
P.O. Box 12729
Salem, Oregon 97309

SUBJECT: Project Advancement
FAS-C Program

Dear Mr. Penhollow:

At the Transportation and Parks Committee meeting May 11 and the Technical Advisory meeting May 17, I reported advancing May 1, under the master FAS-C Agreement, commitment of eight (8) rank order FAS-C projects to construction. These involved the following counties:

Jefferson
Baker
Douglas
Deschutes
Polk
Sherman
Wallowa
Coos

In addition, I indicated 2.6 million dollars of committed FAS-C projects cannot make it to construction in the 1980 Federal Fiscal year. Based on this I further recommended committing the seven (7) remaining FAS-C applications to construction. Most of these seven (7) are in various stages of preliminary engineering. Advancing the seven (7) projects to construction will result in a 1980 over commitment of 1.7 million dollars. It will possibly result in some low priority counties being committed to construction in advance of some potentially higher ranking applications later in the year. These future applications, however, can still be authorized for preliminary engineering. The necessary lead time for their development should preclude delaying their construction.

These seven (7) counties recommend for construction commitment, beyond the master FAS-C Agreement, are:

- Lane
- Benton
- Umatilla
- Jackson
- Marion
- Union
- Lake

Please note that potentially the Douglas, Coos, Union and Lake County projects may be bid in 1979. This will result in nearly full obligation of the 1979 FAS-C funds at the end of the Federal Fiscal year. If any of the other FAS-C projects scheduled for bidding in the next few months overrun their current estimate, we may need to postpone one of these projects from say September to October of this year. Likely, this will not happen, but in all fairness it needs to be pointed out.

Both of your committees approved this concept, of going beyond this master FAS-C Agreement and committing the 7 preliminary engineering projects to construction. It is appropriate to state this in the record by your signing and returning a copy of this letter. We will withhold the Lake County project until your Board of Directors authorizes an advancement of funds greater than 5 years.

Very truly yours,

Gerald Wimer

Gerald Wimer
Local Government Engineer

GWW:pf

APPROVED BY

William Penhollow, Executive Assistant
Association of Oregon Counties

Date [illegible] 1979

LOCATION COST ESTIMATE AND QUANTITY SUMMARY

SECTION Wenaha River (Troy) Bridge UNIT OR PART ____ sheet 1 of 2

HIGHWAY County Road No. 500 PREFIX 532-1998 COUNTY Wallowa

ITEM NO	SPEC. NO	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	UNIT PRICE	AMOUNT
1	110	Mobilization	L. S.	100%	16,905	$ 17,631.00
2	111	Temporary Signs	Sq. Ft.	234	6.00	1,404.00
3	111	Temporary Rail	Lin. Ft.	75	8.00	600.00
4	111	Temporary Barricades	ea.	2	75.00	150.00
5	201	Clearing and Grubbing	L. S.	100%	2,000	2,000.00
6	202	Removel of Structure and Obstructions	L.S.	100%	500	500.00
7	203	General Excavation	Cu. Yd.	1475	8.00	11,800.00
8	222	Finish Roadbed and slopes	L.S.	100%	2,000	2,000.00
9.	300	Grid Rolled Base	Cu. Yd.	200	8.00	1,600.00
10	304	3/4 - 0 Leveling course	Cu. Yd.	60	12.00	720.00
11	202	Remove Structure	L. S.	100%	7,500	7,500.00
12	251	Structure Excavation	Cu. Yd.	300	15.00	4,500.00
13	504	Class A Concrete 3300	L. S.	100%	37,500	37,500.00
14	505	Reinforcement	L. S.	100%	4,530.	4,530.00
15	504A	110-115' Prestressed Deck T Beams	ea.	5	17,000	85,000.00
16	510	Diaphragm's	L. S.	100%	4,000	4,000.00
17	620	Riprap , Class 700	Cu. Yd.	110	15.00	1,650.00

LOCATION COST ESTIMATE AND QUANTITY SUMMARY

SECTION Wenaha River (Troy) Bridge UNIT OR PART ______ sheet 2 of 2

HIGHWAY County Raod 500 PREFIX 532-1998 COUNTY Wallowa

ITEM NO	SPEC. NO	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	UNIT PRICE	AMOUNT
18	513	Bridge Rail W/Channel	Lin. Ft.	212.5	50.00	$10,625.00
19	606	Guard Rail, Type 3	Lin. Ft.	100	17.50	1,750.00
20	607	End Pieces, Type "C"	ea	4	120.00	480.00
		Total Bid Items				$196,140.00
		Contingencies @ 4½%				8,826.00
		Engineering @ 10%				19,614.00

						$224,580.00

Wenaha River (Troy) Bridge
Wallowa County
County Road No. 500

Quantity and Cost Justification

Item No.	Item	Item Description
1.	Mobilization:	10% of total estimated cost of project = $17,831.00
2.	Temporary Sign:	

3 ea.	Bridge Const. Ahead	48 Sq. Ft.
2 ea	Slow	32
5 ea	Detour W/Arrow	25
2 ea	Detour Ahead	32
2 ea	Road closed	20
2 ea	Narrow Road	32
3 ea	End Const.	30
1 ea	Special	15
		234

Est. 234 Sq. Ft. @ 6.00/Sq. Ft. = $1,404.00. From Cost Analysis sheets.

3. Temporary Rail: Est. 75 Lin. Ft. @ $8.00/Lin. Ft. = $ 600.00. Cost from cost analysis sheets.

4. Temporary Barricades: Est. 2 - 8' barricades @ $75.00 ea. = $ 150.00. Cost from cost analysis sheets.

5. Clearing and Grubbing: Est. light clearing and grubbing = $2,000.00

6. Removal of Struct. & Obstructions: Est. $500.00 to cover any unforseem items.

7. General Excavation: Est. 1,475 Cu. Yd. @ $8.00/Cu. Yd. = $11,800.00. From cost analysis and visual determination.

8. Finish Roadbed and slopes: Est. $2,000.00. From cost analysis sheets and late projects in this area.

9. Grid Rolled Base: Est. 200 Cu. Yd. @ $8.00/Cu. Yd. = $1,600.00

10. 3/4-0 Leveling Course: Est. 60 Cu. Yd. @ $12.00/Cu. Yd. = $720.00. From cost analysis sheets.

11. Remove Structure: Est. $7,500.00. From cost analysis sheets and late projects in this area.

12. Structure Excavation: Est. 300 Cu. Yd. @ $15.00/Cu. Yd. = $4,500.00. From cost analysis sheets.

13. Concrete, Class 3300: Est. 125 Cu. Yd. @ $300.00/Cu. Yd. = $37,500.00. From cost analysis sheets.

14. Reinforcement: Lump sum = $4,530.00. Cost from cost analysis sheets.

Quantity & Cost Justification

Item No.	Item	Item Description
15.	110 - 115' Prestressed Deck T Beams:	Est. 5 ea. @ $17,000.00/ea. = $85,000.00. Cost from cost analysis sheets.
16.	Diaphragms:	Lump sum = $4,000.00. From cost analysis sheets.
17.	Riprap, class 700:	Est. 110 Cu Yd. @ $15.00/Cu. Yd. = $1,650.00. From cost analysis sheets.
18.	Bridge Rail W/Channel:	Est. 212.5 Lin. Ft. @ $50.00/Lin. Ft. = $10,625.00. From cost analysis sheets.
19.	Guard Rail, Type 3:	Est. 100 Lin. Ft. @ $17.50/Lin. Ft. = $1,750.00. From cost analysis sheets.
20.	End Pieces, Type "C":	Est. 4 ea. @ $120.00 ea. = $480.00. From cost analysis sheets.

3114

[illegible] REPORT
5-7 79

Subject: Wenaha River (Troy) Bridge
FAS-C [illegible]30
Wallowa County

Work to be done: Bridge Replacement
Construct Roadway
Approaches

The proposed project is the replacement of an existing steel pony truss, with a single span prestressed concrete structure, over the Wenaha River with a minor change in alignment necessary to obtain the required roadway width.

The structure is located at the confluence of the Wenaha River and the Grande Ronde River at the town of Troy.

Existing Structure: The existing bridge is a light weight steel pony truss of 1913 vintage. As noted in the project photos the truss is sagging and presently aided by the placement of temporary shoring. Due to the gradeline the structure [illegible] impact loading on the south end and currently traffic is [illegible] of the bridge and [illegible] the impact. The structure is supported [illegible] on the south end and [illegible] presently concrete filled steel column with a steel [illegible] wall on the north end. The [illegible] 134'+/- on the north end [illegible]

Proposed Structure: The proposed structure is a 110' prestressed concrete deck bulb-tee structure supported on concrete abutments. The structure will be widened upstream using the present "L" line as the [illegible] of the new structure. The structure will have a 28' roadway with a bolt on metal railing. We will maintain the present clearance over the river and raise the gradeline to reduce traffic impact loading.

Foundation: Existing [illegible] found no "As Constructed" plans for the existing bridge. [illegible] the north end is founded in [illegible]. The south end is [illegible]

[illegible] on the stream face of the [illegible] wall. [illegible] looks good and shows [illegible] of the rock formation. We have not [illegible] the bottom of the existing abutment [illegible] 1500'+/- on rock. There is a slight scouring of the rock at the [illegible]

[illegible] the existing [illegible] sufficient for [illegible] that the [illegible] tried to [illegible] existing abutment. On the south end [illegible] a footing founded full depth into [illegible] 1551.

Scour: Scour does not seem to be a particular problem on the old structure. There is a slight indication of scour at the bottom of the existing concrete abutment. Probably we should consider pouring a cut-off wall across the front of the present abutment - down into the bedrock of the stream.

Erosion: The stream banks are well covered with vegetation where not solid rock and there does not appear to be an excessive amount of movement of the river gravels - probably some movement during highwater.

Drift: The drainage area is mostly timbered and during clearing or logging operations drift has been a problem - the clear span proposed should present no problems.

Icefloes: Icefloes can occur in this stream - but with the structure opening, vertical clearance, etc. there has been no problem.

Structure [illegible]: The existing [illegible] appears to be adequate for most highwater. The high-water [illegible] in 19[illegible] [illegible] obtained from [illegible] and [illegible] given us by the local residents and county surveyor. The [illegible] 13'+/- end span on the existing structure does not appear to carry much water. [illegible] the structure opening by going to the 110' span requested by the county appears to provide an adequate opening.

Drainage Map: Refer to the following quadrangle sheets - Troy, Oregon - Wash.; Eden, Oregon - Wash.

Channel Work: No channel work other than structural excavation for new abutments will be necessary.

Horizontal Alignment: Due to the wider structure proposed and its close proximity to the Grande Ronde River, the new roadway centerline will have to be slightly upstream from the existing centerline. We assumed the new centerline as being parallel too and [illegible] right of the center of the existing truss. From this new centerline we [illegible] into the existing roadway using simple curves with- [illegible]

Vertical Alignment: [illegible] the [illegible] finish grade of [illegible].77[illegible]. [illegible] flat through [illegible] structure [illegible] the roads into this [illegible] - the structure will [illegible] flat.

Skew: We propose no skew [illegible] - [illegible] on the existing alignment.

Super Elevation: In reviewing the terrain, existing roadway, [illegible] running speed, and the winter conditions it is apparent that the [illegible] of curves with full design super[illegible] is not practical [illegible]. Most of the existing [illegible] full crown. [illegible] the structure is that it be built flat transversely - drainage will be taken care of by the longitudinal grade.

ading
rk:

The grading work consists of the excavation of 1475 cu. yds of hard rock on the south approach. We'd recommend that the excavation be done without the use of blasting - or if blasting is necessary that it be controlled closely. We quite often end up with fractured material near the new structure foundation -- from over-shooting by the contractors. This particular formation appears to be tight fractured columnar basalt(?). Excavation could be done by pneumatic hammers. Control of the excavation is necessary not only for a good structure foundation but also to prevent an excessive amount of material from being dropped into the rivers.

age:

There is an existing drainage pipe outlet near the northwest corner of the proposed structure. We'd recommend that this be taken care of by an anticipated item - cut a new outlet ditch, extend the pipe or whatever the final construction dictates.

rail:

We'd recommend 25' of guardrail on each corner of the new structure. The guardrail will be furnished and installed by the contractor.

terial
urce:

No material source is being specified. The general excavation in rock should furnish the embankment, grid-rolled base, and any riprap that may be required.

There is a previously approved material source near Troy - 3[illegible]-5 - that was used for grid-rolled base and gabion fill material on an earlier project.

3/4-0 leveling course has been available from the Wallowa Valley Readymix in Enterprise.

Structural concrete is available from Wallowa Valley Readymix - however the haul will probably require adding the sack cement on the jobsite.

ilities:

Clearwater Power Company - maintains the power in this area. At this time there appears to be no conflict with this project.

[illegible]

Irrigation Facilities - no irrigation facilities were noted within the limits of this project.

tach-
ility
vices:

There are no utilities paralleling the new structure. We have no indication that the utilities would want to conduit the structure. We'd recommend that any attachment to the new structure could be made by hanging the devices on the bottom of the steel rail supports. This can be accomplished by the utilities without any special work by us or the contractor.

xisting ridge emoval: The existing structure is to be removed by the contractor and disposed of in a satisfactory manner.

etour: A plan covering the proposed detour is included with our location plans. This is the only feasible detour route available. A detour structure will be constructed and maintained by the county. Presently they are considering a log structure supported on log cribbing. The detour will be slow and narrow in places - but should be adequate for the area. By our signing details we've attempted to direct traffic wanting to cross the Wenaha River and not mis-direct those wanting to cross the Grande Ronde River.

inorities: No minorities have been identified within the limits of this location survey. There is no feasible alternate route. No residents are being displaced.

/W and roperty wners: Additional right-of-way or construction easements will be necessary. The permits of entry or right-of-way agreements will obtained by Wallowa County. We've estimated the taking of approximately 0.25 of an acre for the alignment [illegible]. Since the adjacent owners is the Oregon State Game Commission the County hopes to negotiate construction easements only and hold R/W taking to a minimum. The R/W or construction easements have not been obtained at this writing - but the County is working on it and sees no particular problems. There are no other alternatives on this construction.

ame ommission: This project was discussed with [illegible] of the Oregon State Department of Fish and Wildlife. He stated that there is no need to restrict the period of construction on this project. He did mention there is a salmon run in the spring of each year around the month of March and if salmon fishing is open there'd probably be a lot of angry fishermen to contend with during construction. He [illegible], where excavation falls in the free flowing stream the [illegible] be isolated from the stream by [illegible], cofferdams or cribs. Dewater from excavations is not to be allowed to enter the stream but shall be pumped into suitable settling basins. The amount of material entering the stream [illegible] stream. [illegible] the county to [illegible] the construction of the detour structure.

te of rd: We are not ready to schedule the letting of this contract - until [illegible] are available. [illegible] we should try to consider it [illegible] the late spring and summer months after the runoff has been completed. This area is heavily used by deer and elk hunters and it'd be best to [illegible] in there in the fall.

ntract me: I'm in favor of short contract time limits. Get the work done in an efficient and timely manner without an excessive amount of undue delays caused by the contractor trying to do too many projects. If there is a genuine reason for the temporary suspension of the work it can be handled in the field. Let's not let these projects start until all materials are available and make the contractor complete the work promptly.

Structure Downstream:	There is no structure downstream that relates to this project. The proposed structure is at the confluence of the Wenaha River and the Grande Ronde River.
Structure Upstream:	There are no existing structures upstream.
Work to be Done by County:	The county plans for all the construction work to be completed by the contractor. If estimating costs become excessive -- portions of the work could be performed by the county -- possibly furnishing the 3/4-0 leveling course, etc. The County will acquire the necessary R/W or construction easements. They are currently negotiating with the Game Commission.
Cost Estimate:	We have included Location Cost Estimate and Quantity summary for the proposed project. Our costs are based on recent contracts, the Region 5 bid analysis, and discussions with George Sanford in Salem.

5-7-79

POSSIBLE SOURCES OF ADDITIONAL INFORMATION

Verne Russell	Wallowa County [illegible] Coordinator	Phone: 426-4562
Ken Witty	Dept. of Fish and Wildlife Enterprise	Phone: 426-3279
Clarence Wold	Clearwater Power Co. Lewiston, Idaho	Phone: 208-243-1501
Dick Hateley	Asotin Telephone Co. Washington	Phone: 509-243-4111

111-1

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
La Grande, Oregon 97850
April 9, 1979

FILE:

Roger C Lang

FROM: Roger C. Lang
Region Federal Aid Engineer

SUBJECT: Wenaha River (Troy) Bridge Sec.
FAS B 630
Wallowa County

TO: Gerald Wimer, Manager
Local Government Section

SALEM

Enclosed is a copy of a statement received from the Honorable Marion W. McCrae concerning the Wenaha River (Troy) Bridge project.

This statement satisfies the requirements of the Oregon Action Plan and eliminates the need of a public hearing on the project. Also, as per Item 6, Wallowa County is requesting advancement of construction funds as shown on the Federal Aid Project requested August 2, 1978.

Please advise me soon as possible if funds are available for this project.

W

RCL/crp
enclosure

cc: Hon. Marion W. McCrae
Bill Penhollow w/enc
F. E. Terpin " "
Gary Potter " "
John Preston " "
J. A. Schlieski " "

Rynellen
Consider May 1 and
respond formally at
that time

WALLOWA COUNTY COURT

Commissioners:
Gary McFetridge
Jean E. Butler

State of Oregon

Office of the Judge
Phone: 503-426-3586

Enterprise, Oregon 97828

April 6, 1979

☐ RE ☐ RCE ☐ RME ☐ ROE
☒ RFA APR 9 1979 ☐
cy Region
RECEIVED
REGION 5 OFFICE

Mr. Roger C. Lang
Oregon State Highway Division
PO Box 850
La Grande, Oregon 97850

Re: Wenaha River (Troy) Bridge Section
FAS B 630

Dear Roger:

Concerning the matter of a public hearing for the subject project, Wallowa County stipulates as follows:

1. The environmental assessment has been reviewed by the County.
2. The County agrees with the Class III, Non-Major classification.
3. Since the environmental assessment adequately describes the project and its impact on the area, there is not need for a study report.
4. The County has explained the project to the property owners; no one objected to the project or the required right of way; and no one has requested a public hearing.
5. The County has considered the social, economic, environmental effects and engineering aspects of the project and does request location and design approval from the State.
6. The County requests advancement of construction funds in the amount shown on Federal Aid Project Request dated August 2, 1978.

Sincerely,

Marion

MARION W. McCRAE
Wallowa County Judge

MWM:sp

cy Bill Penhollow, AOC
T.E. Terpin
Gary Potter
John Preston
T.A. Schliesser

1117-1

ROBERT W STRAUB
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

REGION 5 OFFICE

W. E. Schwartz
Region Engineer

P. O. Box 850 La Grande, Oregon 97850 Telephone 963-3177

March 30, 1979

The Hon. Marion W. McCrea
Wallowa County Court
P. O. Box 160
Enterprise, Oregon 97828

Dear Judge McCrea:

Re: Wenaha River (Troy) Bridge Section, FAS B 630

Under the terms of Misc. Contracts and Agreements No. 6793, the Highway Division is authorized to proceed through development of plans, specifications and estimate of cost. Our field survey work is nearing completion and the data will be forwarded to Salem for further work in the near future.

In order to proceed with programming of the project for construction, I will need a request from the County for application of the AOC priority system.

Enclosed is a draft form, which should be typed on your letter head, stating the Court's consideration and request for construction funds.

Your early action is requested so that we will meet the May 1 deadline identified in the FAS-C Working Agreement.

Please call if you have any questions.

Sincerely,

Roger C Lang
Roger C. Lang
Region Federal Aid Engineer

RCL:vt
Enc.
cc: Gerald Wimer
J. A. Schlieski

N M

[illegible]
Give this project close review
at May 1 deadline

Form 734-3122

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
12/27/78	CC1952		532-1998

BILL TO: Code: ____________

Wallowa County Court
Courthouse
Enterprise, Oregon 97828
Attn: Mr. Vern Russell

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
Partial transfer of the advance deposit for the PE for the Wenaha River (Troy) Bridge Section FAS B630 RS-B630 AD 537			

Advance Deposit Amount	$ 1,000.00
Advance Deposit Previously Transferred to Highway Fund	$ --
Balance	$ 1,000.00
Transfer to Highway Fund	$ 800.00
Refund Due	$

Partial or final request for billing ____________

Number of the previous request in connection with this service. ____________

Amount Due . . . . . . $

Submitted by:

Harold Reynoldson

Harold Reynoldson

Approved:

Gerald W. Wimer

9114

November 30, 1978

Wallowa County Court
Courthouse
Enterprise, OR 97828

Attention: Marjorie Martin
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 6712

Gentlemen:

Attached for your files is a fully executed copy of an agreement concerning future construction of the Wenaha River Bridge near Troy on FAS B 630 in Wallowa County.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

Enclosure

bc: Gerald Wimer (agreement attached)

November 15, 1978

Wallowa County Court
Courthouse
Enterprise, Oregon 97828

Attn: Mr. Vern Russell

Gentlemen:

We have submitted a program to the Federal Highway Administration for approval of the preliminary engineering phase of the Wenaha River (Troy) Bridge Section FAS B 630.

Financial sharing of the preliminary engineering is:

Total P.E.	$14,000.00
Federal Funds	12,000.00
Balance	$ 2,000.00

Local Share:
½ of $2,000.00 = $1,000.00

Rec'd 12/13/78
Tele [illegible]

Please make your check in the amount of $1,000.00 payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

Gerald W. Wimer

Gerald W. Wimer
Local Government Manager

HR:dmc
bc: w/AD537: Vern Skoog-Please return completed AD537 when check is received.
Region 5 Federal Aid Engineer Roger Lang

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. RS-13630(1)

STATE PROJECT NO. See below

COUNTY NAME Wallowa

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 90021

TO:

Mr. F. B. Klaboe
Asst. Director for Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 11-3-78

FEDERAL ROUTE NUMBER Secondary B630

STATE ROUTE NUMBER County Road

GENERAL LOCATION:

Wenaha River (Troy) Bridge Section

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION TEC NTE $14,000
F.F. $12,000
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 10-25-78 letter.

DATE 11-3-78

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE 1976--626-787

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 25, 1978

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Federal Aid Manager

SUBJECT: Project Data Submission
Item No. 90021
Project No. RS-B630(1)
Wenaha River (Troy) Bridge Section
Wallowa County

Enclosed is data for the subject project.

We hereby request the following:

(1) Authorization to proceed with all phases of preliminary engineering at an estimated total cost of $14,000 with an obligation of $12,000 in federal funds.

CL:pf
Attachment

cc: W. Schwartz (Region 5)
H. Reynoldson

MONTHLY TRANSACTION NO.

FORM PR-1 (REV. 4-61)

DATE SUBMITTED TO W. O. 10-25-78

CARD 2 — REPORT NUMBER (19) (20) — PROJECT LOCATION (45 typewriter spaces) 21 Co. Rd., S. Limits of Troy 65 — **ADT** — PRESENT DHV 1C 80

CARD 3 — CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 Preliminary Engineering 62 — NATL. FOREST (63) (65) — FH ROUTE NO. (66) (68) — SUPV AGCY (69) — DA CLASSIF. (70) — DA AR

CARD 4 — CLASS OF FEDERAL FUNDS Rural Secondary — NAME OF URBAN AREA 17-31 - - -

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59)
5					**PE**		"Wenaha River (Troy) Bridge Section"	0.2	14,000
5					**ROW**				
5					**CONST** (CODE)				

CARD 1	CODE 1	PREPARED BY CL	PROJECT TOTALS	0.2	14,000
1	14	PROGRAM APPROVAL DATES 10-13-78			(16)

WENAHA RIVER (TROY) BRIDGE SECTI
PROJECT NO. RS-B630(1)

Existing Facility:

Roadway -- 20 foot gravel sur
Structure -- 100 foot steel p
No. 32C01.

Adjacent Sections:

Same as existing roadway faci

Project Data:

Work under this project consi
phases including utility prep
construction necessary to rep
deteriorated bridge with a 11
and necessary approach roadwa

System Action, Airports, Railroa
and Recreational Areas: None in

FHPM 4-1-4 Requirements:

Exempt from A-95 review.

FHPM 7-7-2 Requirements:

Nonmajor action concurred in

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

10-25-78

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

OJECT LOCATION (45 typewriter spaces): Co. Rd., S. Limits of Troy (65)

ADT — PRESENT: DHV 10 80 — FUTURE: N/A (68) (70) — YEAR: 98 (71) (72)

REGION: 10

STATE NAME: Oregon

STATE CODE: 41 (2) (3)

APPN CODE: 075 (4) (9)

ITEM NO.: 90021 (14) (18)

D WORK (35 typewriter: y Engineering (62)

NATL. FOREST: (63) (65)

FH ROUTE NO.: (66) (68)

SUPV AGCY: (69)

DA CLASSIF.: (70)

DA AREA: (71)

EMERG. YR.: (72) (73)

PL. AUTH YR: (74) (75)

PROJECT NUMBER — PREFIX LETTER (S): RS- (14) (23) — NUMBER: B630(1) (7) — SEQ. NO.: (13)

I. Projects Only — POST MI.: (24) (26) — DESIG.: (27)

Rural Secondary

- - -

COUNTY NAME: Wallowa — CODE: 063 (14) (16)

ROUTE NO.: S — FEDERAL-AID: B630 (32) — STATE: Co. Rd. (36) — U.S.: (37) (41)

PROGRAM STAGE: ☐ 1 OR ☐ 2

ESTIMATED PROJECT COST BY PHASES

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
46	53		(54) (58)	(59) (66)	(67) (76)			
E			0.2	14,000	12,000	1,000	1,000 (Co.)	
OW								
ONST CODE)		"Wenaha River (Troy) Bridge Section"						ROW - 60' normal; Access Control-none; Parking Restrictions-none.
CL		PROJECT TOTALS	0.2	14,000	12,000	1,000	1,000 (Co.)	
				(16) (23)	(24) (33)			

ROVAL DATES: 10-13-78

REMARKS

-OVER-

USCOMM DUSCOMM-DC 48905-P61

WENAHA RIVER (TROY) BRIDGE SECTION
PROJECT NO. RS-B630(1)

Existing Facility:

Roadway -- 20 foot gravel surface with no shoulders.
Structure -- 100 foot steel pony truss, HC 18 feet, Br. No. 32C01.

Adjacent Sections:

Same as existing roadway facility.

Project Data:

Work under this project consists of preliminary engineering all phases including utility preparatory work for the future construction necessary to replace the existing substandard deteriorated bridge with a 110' reinforced concrete structure and necessary approach roadways.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 4-1-4 Requirements:

Exempt from A-95 review.

FHPM 7-7-2 Requirements:

Nonmajor action concurred in by FHWA on October 16, 1978.

FHPM 7-7-5 Re

In accorda
Statutues.

NOTE:

1) This p

2) Added
Septem

FHPM 7-7-5 Requirements:

In accordance with Oregon Action Plan, Federal Regulations and Statutues.

NOTE:

1) This project is in Congressional District No. 2.

2) Added to 6 year Highway Improvement Program by Commission on September 19, 1978.

Br.

ineering all
uture
tandard
structure

, Historical

, 1978.

ROBERT W STRAUB
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION
REGION 5 OFFICE

W. E. Schwartz
Region Engineer

. O. Box 850 La Grande, Oregon 97850 Telephone 963-3177

October 19, 1978

Mr. Verne Russell
Federal Aid Coordinator
P. O. Box 160
Enterprise, Oregon 97828

Dear Verne:

Re: Final Project Assessment, Wenaha River (Troy) Br. Sec., FAS B 630

Under the terms of the project application, the County shall perform and document responsibilities as found in the Oregon Action Plan.

The Federal Highway Administration and the Department of Transportation have concurred with your draft assessment of Category 3 non-major action.

Enclosed is an approved copy of the assessment for your records and use in complying with the Action Plan.

Proposed standards, design, specific details contained in the assessment and deviations from the scope of the project will be subject to review at the appropriate stage of project development.

Sincerely,

Roger C Lang
Roger C. Lang
Region Federal Aid Specialist

RCL/vt
Enc.
cc: Gerald Wimer
J. A. Schlieski

M

Form 81-734 3123

3

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION

The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: October 16, 1978

In reply refer to: HFO-4/5-OR

SUBJECT: Project Assessment
Oregon Project RS-B630(-)
Wenaha River (Troy) Bridge Sec.
B630 Troy-Promise Rd.
Wallowa County

FROM : G. L. Green, Division Administrator

TO : Mr. Gary A. Potter
Manager, Environmental Section
Oregon Department of Transportation

The subject project assessment submitted with your letter of September 22, 1978, has been reviewed.

We concur with your finding that the proposed project constitutes a Category 3, non-major action.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

G. L. Green

cc:
ODOT (Moehring, Proj. Mgmt.)
OSHD (Reg. 2, Env.)

Environmental Section
October 18, 1978

cc:
- D. H. Moehring
- J. B. Boyd (3)
- L. E. George
- W. J. Hart
- C. T. Keasey
- J. H. Versteeg (4)
- F. E. Terpin (3)
- George Bell
- Surfacing Design
- W. E. Schwartz
- John Preston
- H. W. Oswald
- Vernal Moore
- Gerald Wimer
- B. L. Gifford (2)

W

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

RS-B630(-)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date September 22, 1978

Section Wenaha River (Troy) Br. Sec.

Unit (if appl)

County Wallowa

City

Highway B630 Troy-Promise Rd, M.P.37.89

State Hwy. No. FAS

Termini: M.P. (if appl) 800 ft. S. from N. end of bridge.

Length 800 feet

Region 5

Construction Estimate $223,000 Program Amount

B. Purpose of Project:

To replace deteriorated existing structure and to permit unimpeded movement of logging traffic and farm machinery.

C. Origin & History of Project:

Original steel pony truss was built in 1913. Existing structure has been severely stressed by overloading. Support posts were placed under the floor beams to strengthen bridge and allow truck traffic. Bridge is presently rated 3.

D. General Description of Project:

Replace existing pony truss with 110 by 28 foot pre-stressed "bulb T." Grade and widen existing South approach to accommodate two lane traffic.

Alignment: New ______ Existing XX ______ Combined ______

Typical Section: Existing: No. Lanes 2; Med. 0; Shldrs. 0; Parking 0

Proposed: No. Lanes 2; Med. 0; Shldrs. 0; Parking 0

Traffic: Existing Facility: Existing ADT 76; Projected ADT 150; Yr. 1990

Existing Level of Service ______

Proposed Facility: Projected ADT 150; Yr. 1990

Projected Level of Service 100%

Right of Way: Additional anticipated no (Yes, No); if yes, give approx. No. Parcels______

Acres________; Type of Relocation Req._____________; No._________

Materials Source, Borrow, Waste Disposal Requirements, if any:

No material source required except for existing embankment. No waste requirements needed.

Type of Structure(s):

Pre-stressed concrete "bulb Tee" beams on re-inforced concrete abutments with special footings.

Brief Description of River or Stream and Type of Involvement, if any:

Structure will span the Wenaha River. Bent No. 1 will be founded on solid rock outside of the river channel. Bent No. 2 will be within the stream channel but not within the flowing portion.

Local City, County of COG priorities of project;

Number one County priority for bridge replacement.

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe):

No alternatives exist other than replacing existing structure at existing location.

Other Descriptive Information or Comments:

Some excavation of a rock abutment on the south approach of the bridge will be required.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The bridge is located on the Wenaha River at its confluence with the Grande Ronde River. The Wenaha River originates in the Blue Mountains about 30 miles to the west. Situated in northern Wallowa County near Troy, the site is in the Grande Ronde River Canyon where local relief varies from 1580 to 4000 feet. The mountainous terraine is extremely rugged and noted for its scenic values. Most of the entire length of the Wehaha River Canyon is included within the Wenaha-Tucannon Wilderness Area, or is in the proposed wilderness additions (RARE II Studies). The project area is characterized by significant populations of elk, deer, birds, and other wildlife. The Wenaha River is also a spawning stream for salmon and steelhead.

2. Cultural:

The project site is in a sparcely populated--isolated area at the southern edge of the unincorporated townsite of Troy, about 15 miles from the nearest state highway (State Highway #3) near the Oregon-Washington border. Economically, the area is dependent on timber production, scattered farming and livestock activities and recreation. Agricultural activities (mainly wheat production), are relegated to the canyon bottoms and the more level ridge areas above the canyons. The Oregon Department of Fish and Wildlife has extensive land holdings in the area which is being managed as the "Wenaha Game Management Area." A trail along the Wenaha River is used as an access to the Wenaha-Tucannon Wilderness area. No cultural resource sites are known to exist in the project area.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

No additional right of way required.

2. Estimated Impact on Traffic Patterns:

None

Consequences--Air Quality, Noise, Safety, etc.:

None

3. Estimated Impact on Land Use:

None

Consequences:

None

4. Expected Impact on Natural Ecological Resources:

None

Consequences:

None

5. Expected Impact on Cultural and Scenic Resources:

The new structure will definitely enhance the scenic resource since the old structure is deteriorated and unsightly.

Photo documentation of the Old Pony Truss will be provided for the SHPO records.

Consequences:

A more pleasing appearance for the area.

6. Preliminary Identification of Areas of Critical Concern:

In excavating the rock cliff on the south approach, care will have to be taken to keep loose material out of the Wenaha River.

7. Potential for Controversial Issues:

None

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

None

b. Noise Standards:

A noise study will be required as per FHPM 7-7-3.

c. Water Quality Standards

Water quality will be enhanced since the new structure will eliminate silt from leaking thru cracks and holes in existing deck.

d. Area Land Use and Transportation Plans, and Zoning

New structure will be consistent with existing land use and should enhance logging operations and facilitate movement of heavy equipment and farm machinery.

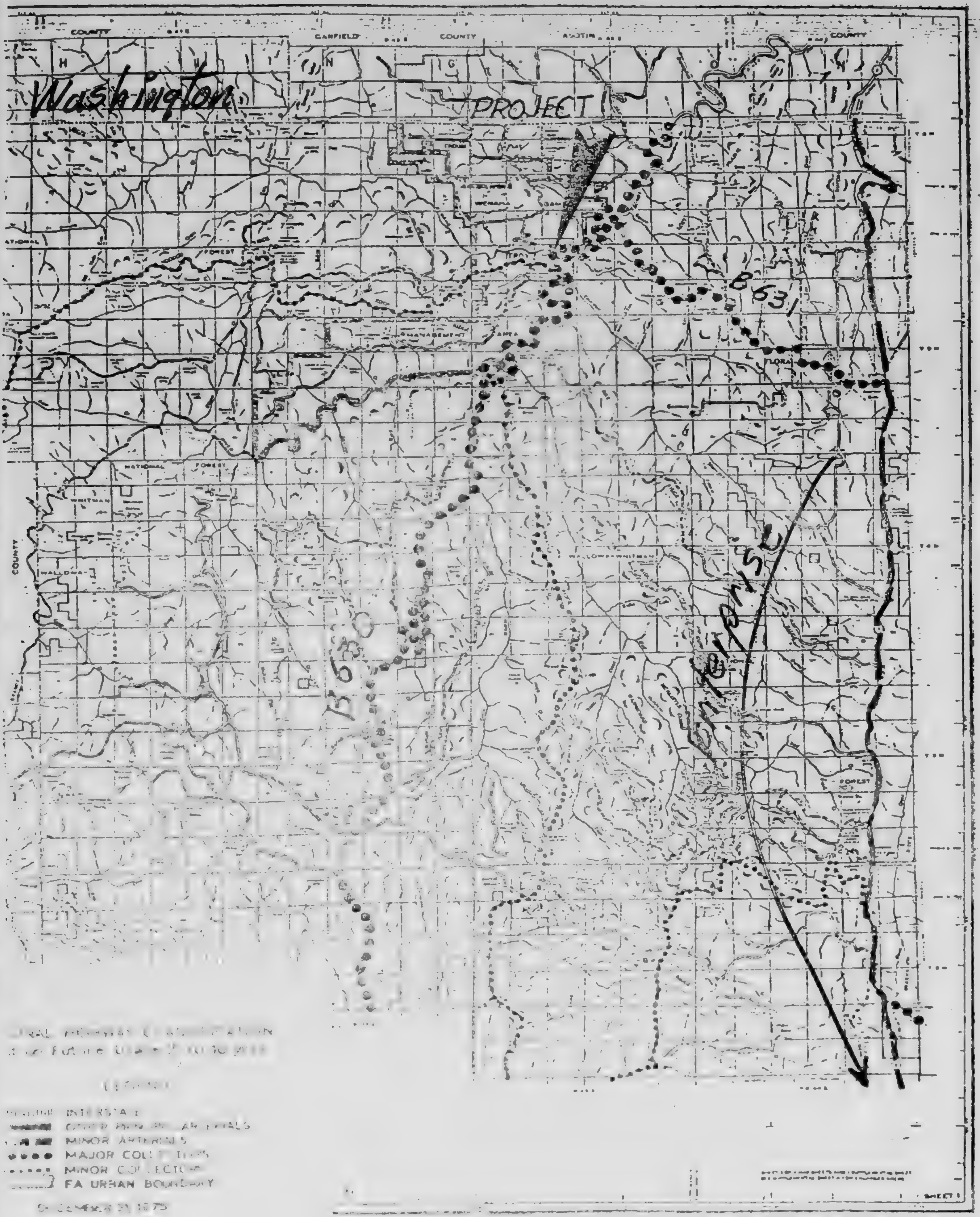
C. Recommended Type of Action and Documentation:

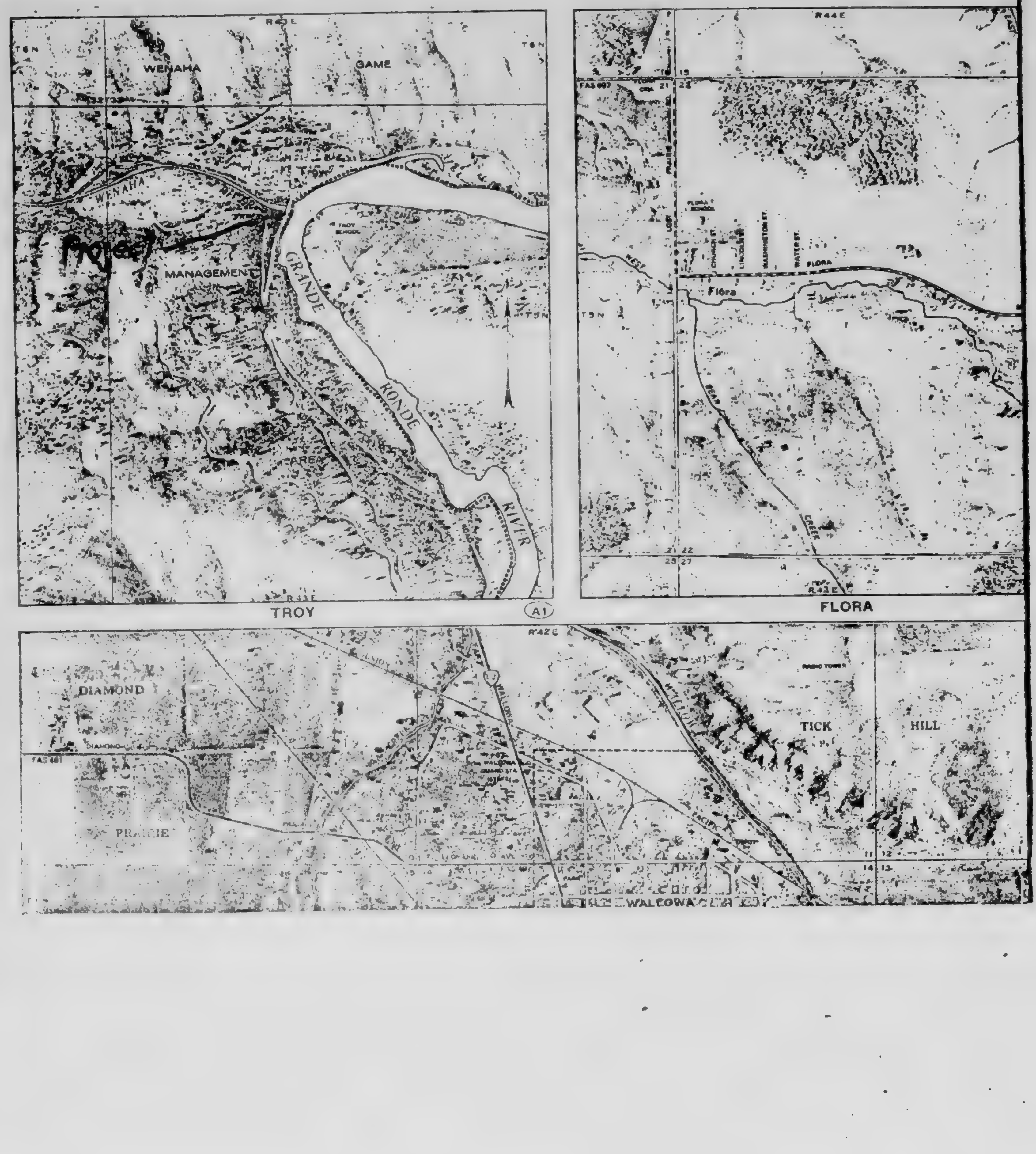
------------MAJOR ACTION-----------------		----NON-MAJOR ACTION------
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D& FEIS	____ D& F Neg. Dec.	XX ASSESSMENT ONLY
____ Section 4 (f)	____ Section 4 (f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

Project is limited in scope: no right-of-way requirements, no in water stream involvement, and minimal adverse impacts on the cultural environment.

D. Recommended Project Category: ____ 1 ____ 2 XX 3 ____ 4


COUNTY
GARFIELD COUNTY
ASOTIN
COUNTY
Washington
PROJECT
B631
FLORA
MANAGEMENT AREA
NATIONAL FOREST
WHITMAN
WALLOWA
COUNTY
WALLOWA-WHITMAN
B630
Enterprise
FOREST
INTERSTATE
OTHER PRINCIPAL ARTERIALS
MINOR ARTERIALS
MAJOR COLLECTORS
MINOR COLLECTORS
FA URBAN BOUNDARY
SHEET 1
WALLOWA COUNTY
32


R43E
T6N
WENAHA
GAME
WENAHA RIVER
Project
MANAGEMENT
AREA
GRANDE RONDE RIVER
TROY SCHOOL
T5N
R43E
TROY
A1
R44E
FAS 697
FLORA SCHOOL
CHURCH ST.
WASHINGTON ST.
WATER ST.
FLORA
Flora
T5N
BEAR CREEK
R43E
FLORA
R42E
DIAMOND
DIAMOND
FAS 401
PRAIRIE
RADIO TOWER
TICK
HILL
PACIFIC
WALLOWA

September 6, 1978

TO OREGON TRANSPORTATION COMMISSION

FROM H. S. Coulter
State Highway Engineer

SUBJECT FAS-C Project Request

On the Consent Calendar for the September 19 meeting will be a request for the approval of an FAS-C preliminary engineering project in Wallowa County.

The request is for the Wenaha River bridge near Troy on FAS B 630.

The Federal funds required for this project is estimated to be $11,000 with the state paying $770 matching funds and a like amount being contributed by the county.

This project has been investigated and is eligible for funding under the FAS-C program. I recommend your approval and request authorization to sign the project agreement for and on your behalf.

HR:dmc
Attachment

bc: R. A. Burco
F. B. Klaboe
C. W. Head
E. S. Hunter
D. H. Moehring
R. N. Bothman
V. E. Skoog
J. H. Versteeg
W. E. Schwartz, Reg. 5
D. N. Harwell
George Bell

Wallowa County
Propose FAS-C Project

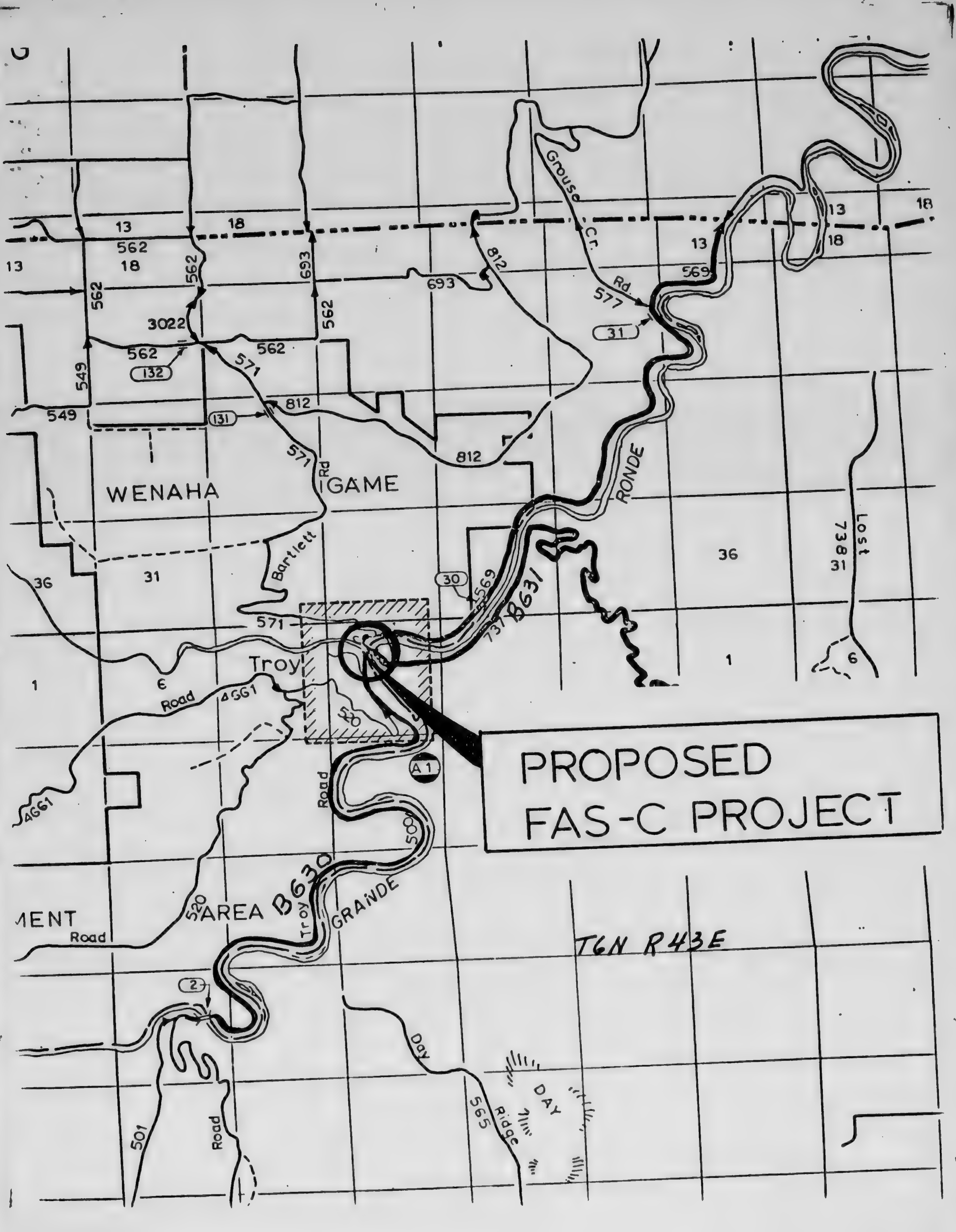
Wenaha River (Troy) Bridge Section
FAS B 630

P.E. Only
$11,000

Construct a reinforced concrete bridge approximately 110 feet long with a 28 foot roadway. Approaches and detour are to be part of contract. Additional R/W is required. No utilities on bridge.

Engineering by State.

78h
9/6/78



PROPOSED FAS-C PROJECT

13
18
562
693
812
3022
132
571
549
131
WENAHA
Rd
GAME
Bartlett
36
31
Grouse Cr. Rd
577
569
31
RONDE
Lost
738
30
B631
731
1
6
Troy
Road
4661
520
500
A1
MENT
AREA
B630
Troy
Road
GRANDE
T6N R43E
2
501
Day
565
Ridge
DAY

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon
August 14, 1978

RC Lang

FROM: R. C. Lang
Region Federal Aid Specialist

TO: Gerald Wimer
Manager, Local Government Section

SALEM

SUBJECT: Proposed Project
Wenaha River (Troy) Br. Section
FAS B 630, Troy-Promise Rd.,
M. P. 37.89
Wallowa County

Enclosed is project application received from Wallowa County concerning replacement of the Wenaha River bridge at Troy. Also enclosed is a draft copy of the Project Assessment, prepared by the County, which is being reviewed by John Preston, Region Environmentalist. Upon completion of the field review, it will be forwarded to the Environmental Unit.

The estimated cost of the project has been reviewed and appears to be satisfactory. The structure cost has been estimated at $55.19/square foot because of the remote area and possible difficulty in delivering the prestressed deck members.

A Survey Authorization showing the estimated field costs is attached. Bridge design is to be accomplished at no cost to the County in accordance with ORS 369.210.

This project was identified by the County as a proposed F. Y. 1979 project. The County also realizes the cost of the Imnaha River (Freeze Out) Br. has lowered their priority temporarily but are asking for preliminary engineering at this time so the job can be ready when funds are available.

The Region and FHWA Area Engineer have visually inspected this structure and agree it should be replaced as soon as possible. The Region recommends approval of P. E. if funds are available.

RCL/vmt
Enc.
cc: Verne Russell, FAS Coordinator
Harold Brainerd
Region 5 R/W
J. A. Schlieski

PROJECT MANAGEMENT
CCE ☐ OM
FAE ☐ OPE
AUG 15 1978
M
PM FA

Reynoldson
Proceed w/ P.E.

Form 81-734-3039 711-1

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Wenaha River (Troy) Bridge

Date August 14, 1978

Highway FAS-C B 630

Authorization No. 1

County Wallowa

Survey Prefix 532-1998 (Assigned by Salem office)

Description of termini, route, length, etc.:

At crossing of Wenaha River, M. P. 37.89, on Troy---Promise Road approx. length 0.20 mile.

Purpose of survey:

Prepare plans, specifications and estimate of cost for replacement of bridge. ~~Actual bridge design at no cost to County under provisions of ORS 369.210.~~

Estimate of cost:

R/W	909	300
Field	901	5,000
Design	905	500
Structural Design	906	3,500
Soils	910	500
Utility	914	200
Hydraulics	918	500
Specifications	921	500
Found. Expl.	926	3,000

RS-B630(1)
11-3-78

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey $14,000

Previous authorization . . . . .

Additional authorization requested . . .

Additional authorization approved (Salem) .

Total all authorizations approved (Salem) . .

Requests made by: Roger C. Long
Field Engineer
Region Federal Aid Specialist

~~Recommended for Approval:~~
Regional Engineer
REGIONAL CONSTRUCTION ENGINEER

Recommended for Approval: Frank E. Peapin
Location Engineer

Approved:
Tech. Serv. Mgr. ~~Assistant State Highway Engineer~~

SP*19760-734

7114

FEDERAL AID PROJECT REQUEST

Date August 2, 1978

Applicant Agency Wallowa County

Request for: Off-System ____, FAS-C X , FAUS ____ Project

Federal Aid Route No. B630 Route Name Wallowa-Troy

Project Name Wenaha River Bridge
M.P. 37.89 on Route No. B630

Project Length 800 feet Project Location (Attach sketch map)

Project Description Replace existing steel pony truss with re-inforced concrete structure.

Average Daily Traffic 76 Design Speed 25 MPH

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 20 ft. Travel Lanes 2 Shoulders None

Medians None Parking None

Sidewalks None

Remarks South approach to bridge is narrow and is located in solid rock bench cut.

2. Desired Roadway Cross Section: (Attach sketch)

Width 28 Travel Lanes 2 Shoulders None

Medians None Parking None

Curbed No Length Curb Radii ____

Sidewalk/Bikeway No

Remarks South approach needs to be widened

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60 Minimum ____ Maximum ____

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ____ No X

3. Will additional right-of-way be needed? Yes X No ____
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No X
Remarks Detour will be required, location to be determined during survey. County will attempt to obtain temporary easement for the required detour by donation.

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

Stop sign located at SW corner of existing bridge to reduce shear stress from loaded log trucks.

2. **Proposed Signalization:**

Location None

Type

Phases

Type of Suspension

Interconnected

Remarks

3. **Permanent Signing:**

Include in project or by applicant? None

4. **Permanent Striping:**

Include in project or by applicant? None

IV. ILLUMINATION DATA

1. **Existing Illumination and Location:**

None

2. **Proposed Illumination:**

Location None

Type

Remarks

V. STRUCTURE DATA

1. **Existing Structure:**

Location Across Wenaha River

Type Steel pony truss

Approach Roadway Width 18 feet Shoulder Width None

Length 100 feet Width 18 feet

To remain in place? No

2. **Proposed Structure:**

Location Same as existing structure.

Approximate Size: Length 110 feet Width 28 feet

Are sidewalk/bikeways desired: No

Are any utilities to be attached to structure? No

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? Solid rock excavation on South approach.

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ____ No X

   Name of Railroad

   Existing Crossing Protection

2. Will existing railroad crossing be altered?

   Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement	Wallowa County Planning Commission Office
2. Environmental	Same Office
3. Public Hearing	Same Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant ____ State X Consultant ____

2. Project construction engineering to be performed by:

Applicant_________ State X Consultant_________

3. Will applicant perform any work prior to or after award of contract?

Yes_________ No X

If "yes," describe briefly:_________

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 42,000
Right-of-way costs (if participating)	
Traffic control	
Illumination	
Structures	170,000
Railroad	
Other_________	
Preliminary engineering	11,000
PROJECT TOTAL	$ 223,000

Remarks_________

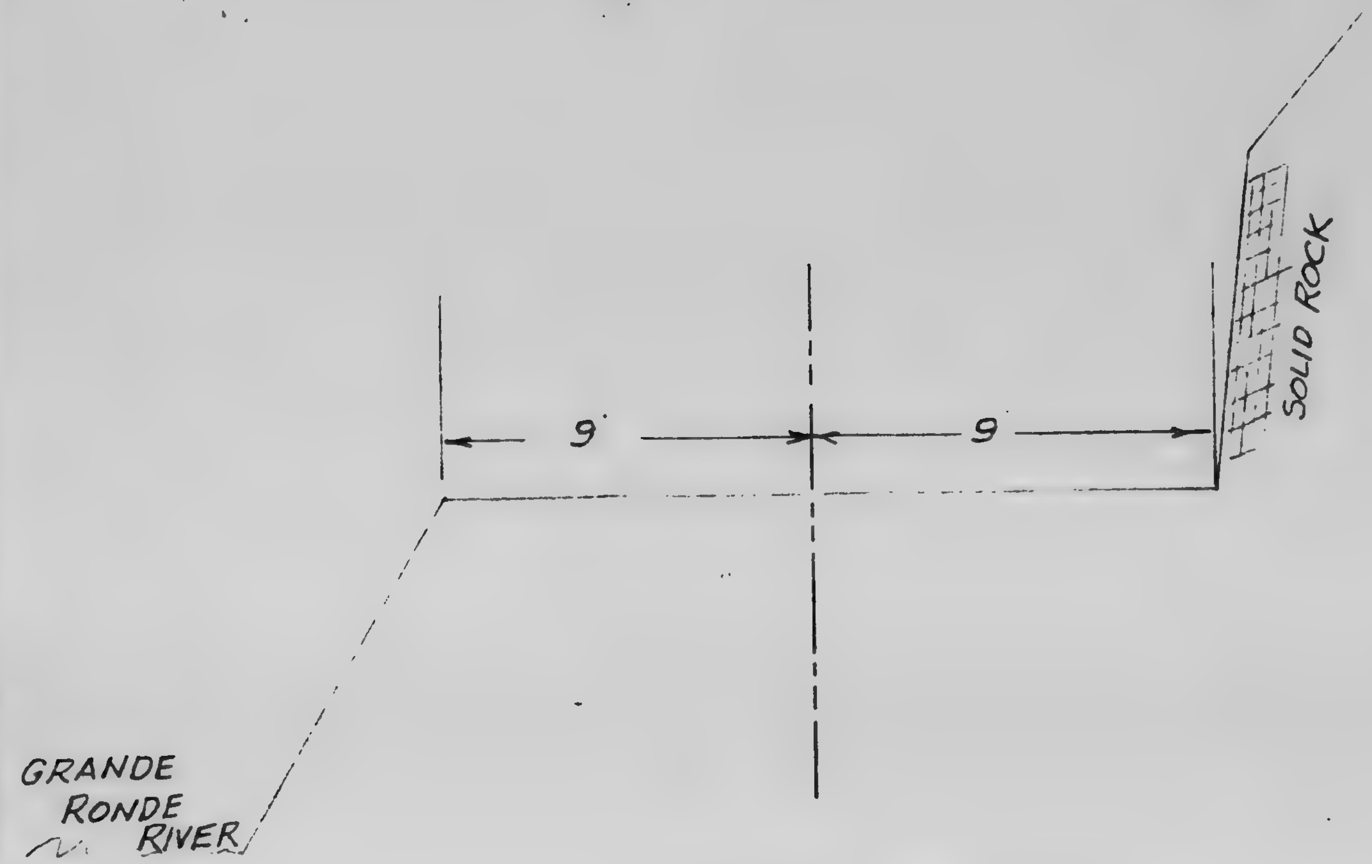
THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF _________ and/or Wallowa COUNTY

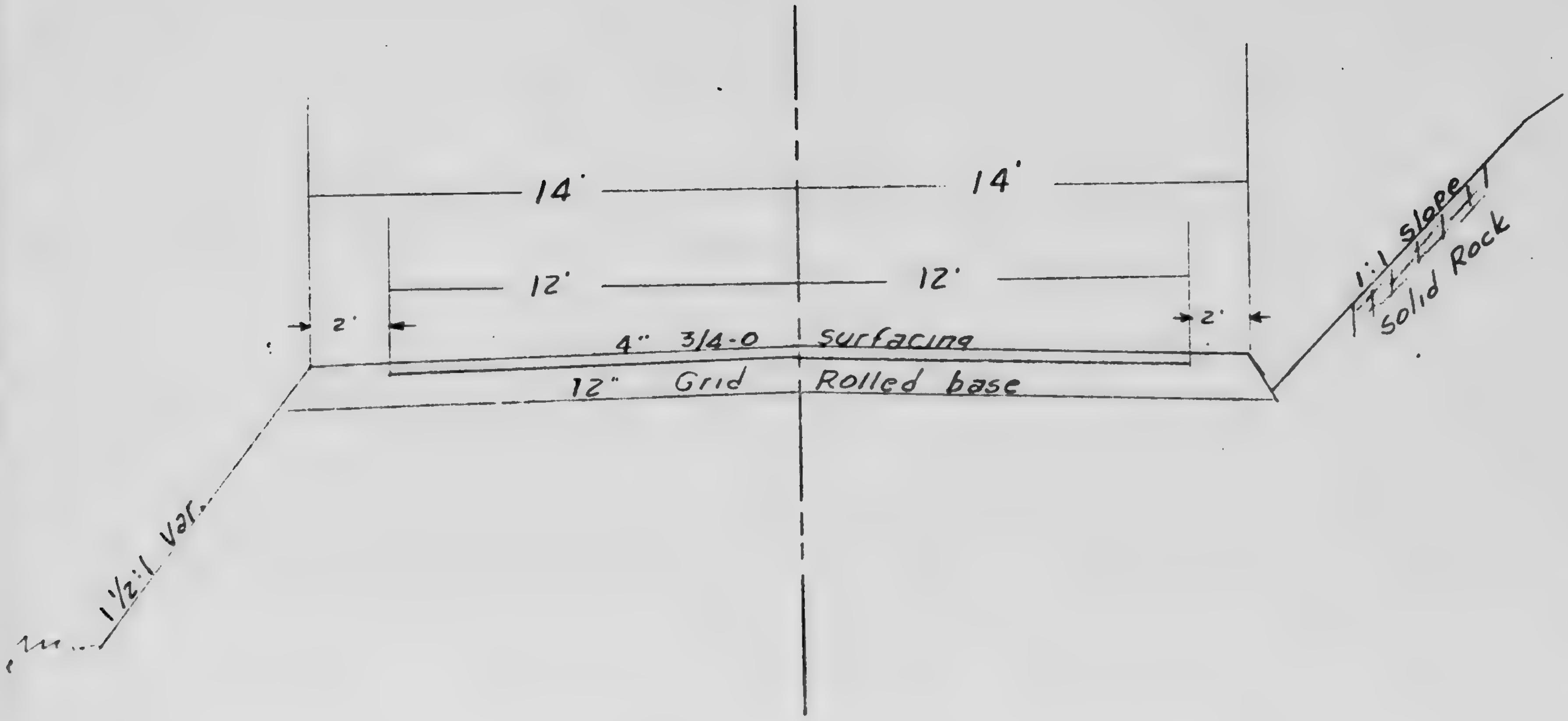
By_________ By Marion W. Mc[illegible]

By_________ By Gary McElvidge Comm.

By Jean E. Butler Comm.


SOLID ROCK
9
9
GRANDE
RONDE
RIVER

EXISTING ROADWAY


14'
14'
12'
12'
2'
2'
4" 3/4-0 surfacing
12" Grid Rolled base
1:1 slope
Solid Rock
1½:1 Var.

DESIRED ROADWAY

Form 81-734-3167

Oregon State Highway Division

BRIDGE INVENTORY INSPECTION RECORD

Sheet .... of ....

Bridge No. ....

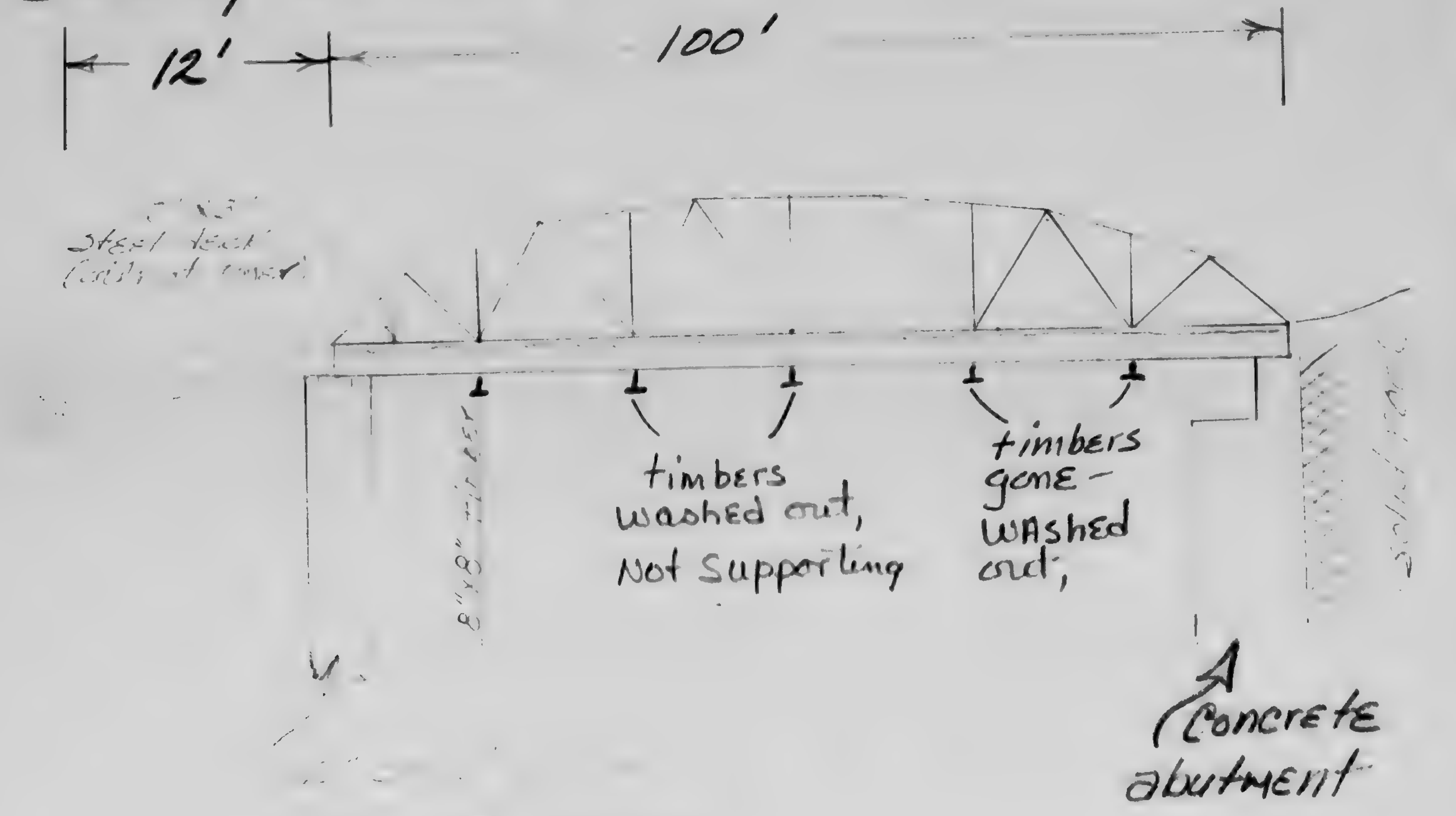
Highway No. ....

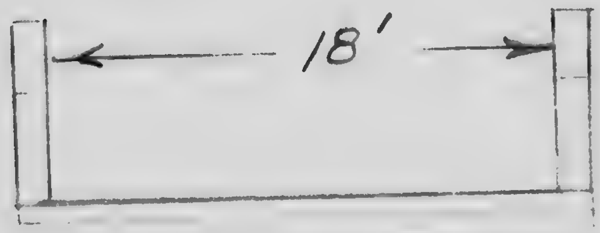
Location No. ....

Bridge over Wenaha River on FAS 6630

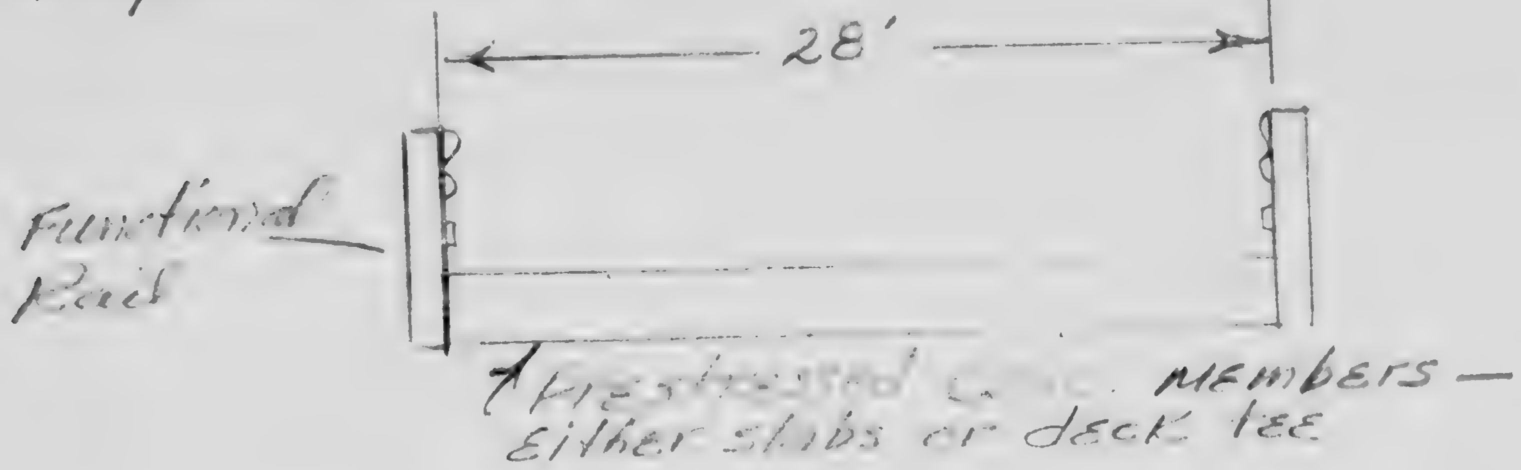
in Wallowa County. ~~Inspected~~ .... by ....

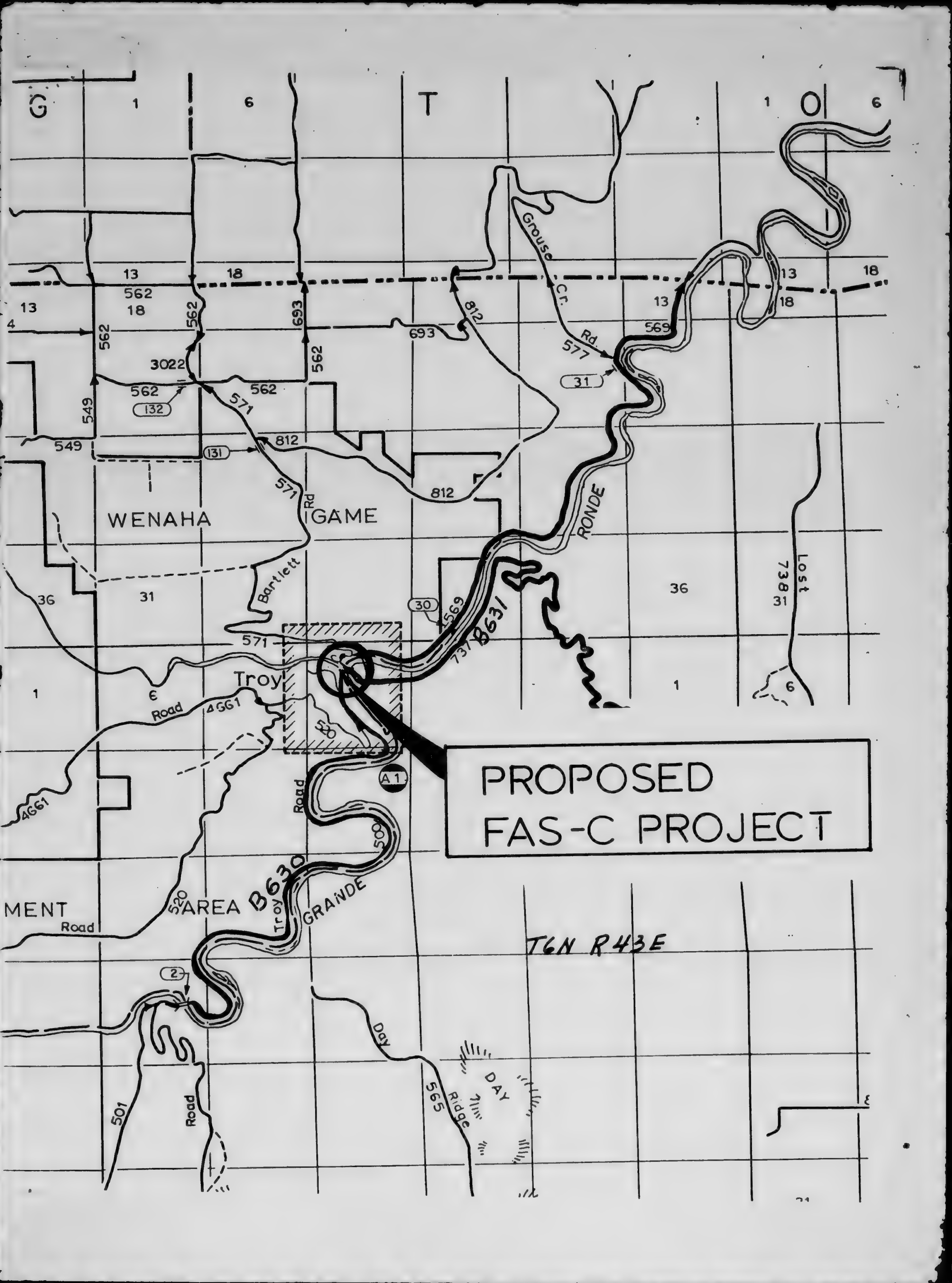
Existing structure


12'
100'
Steel deck
8"x8" timber
timbers washed out, Not Supporting
timbers gone - WASHED out,
Concrete abutment



Proposed Structure


28'
Functional Rail
Prestressed conc. members - Either slabs or deck tee



PROPOSED FAS-C PROJECT

G
T
O
WENAHA
GAME
MENT
AREA
Troy
Grouse Cr.
RONDE
GRANDE
Lost
Bartlett
Day
DAY
Ridge
Rd
Road
Troy Road
571
562
549
693
812
3022
569
577
131
132
31
30
2
A1
4661
520
500
501
565
738
731
B631
B630
T6N R43E
1
6
13
18
31
36

Draft
to Preston
8-4-78 RCL

OREGON STATE HIGHWAY DIVISIO
PROJECT ASSESSMENT
(Or Request)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date August 2, 1978

Section Wenaha River Bridge

Unit (if appl)

County Wallowa

City

Highway B630

State Hwy. No.

Termini: M.P.(if appl) 800 ft. South from N. end of bridge.

Length 800 feet

Region

Construction Estimate $223,000
Program Amount

B. Purpose of Project:

To replace deteriorated existing structure and to permit unimpeded movement of logging traffic and farm machinery.

C. Origin & History of Project:

Original steel pony truss was built in 1913. Existing structure has been severely stressed by overloading. Support posts were placed under the floor beams to strengthen bridge and allow truck traffic. Bridge is presently rated 3.

D. General Description of Project:

Replace existing pony truss with 110 foot pre-stressed "bulb T." Grade and widen existing South approach to accommodate two lane traffic.

Alignment: New ______ Existing X Combined ______

Typical Section: Existing: No. Lanes 2 ; Med. 0 ; Shldrs. 0 ; Parking 0

Proposed: No. Lanes 2 ; Med. 0 ; Shldrs. 0 ; Parking 0

Traffic: Existing Facility: Existing ADT 76 ; Projected ADT 150 ; Yr. 1990

Existing Level of Service 50%

Proposed Facility: Projected ADT 150 ; Yr. 1990

Projected Level of Service 100%

Right of Way: Additional anticipated No (Yes, No); if yes, give approx. No. Parcels______

Acres______; Type of Relocation Req.____________; No.______

Materials Source, Borrow, Waste Disposal Requirements, if any:

No material source required except for existing embankment. No waste requirements needed.

Type of Structure(s):

Pre-stressed concrete "bulb Tee" beams on re-inforced concrete abutments with special footings.

Brief Description of River or Stream and Type of Involvement, if any:

Structure will span the Wenaha River. Bent No. 1 will be founded on solid rock outside of the river channel. Bent No. 2 will be within the stream channel but not within the flowing portion.

Local City, County or COG priorities of project:

Number one County priority for bridge replacement.

FHWA and/or OSHD approvals given, if any:

Verbal approval by OSHD only.

Location or Design Alternatives (identify and describe):

No alternatives exist other than replacing existing structure at existing location.

Other Descriptive Information or Comments:

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

Bridge is located across the Wenaha River which has its source in the Blue Mountains. Stream is uninhabited for its entire length and traverses the Wenaha-Tucannon Wilderness Area. The terraine adjacent to the project is mountainous with timber and farming activity prevailing. The project is located at the confluence of the Wenaha and Grande Ronde Rivers and is situated at the South boundary of the unincorporated townsite of Troy. The area is heavily populated with many species of game animals and birds which accounts for a heavy influx of people during the hunting season. The Wenaha River is also a spawning stream for salmon and steelhead.

2. Cultural:

No cultural areas exist within the area, however, the Oregon Department of Fish and Wildlife have extensive land holdings within the area that are being managed as the "Wenaha Game Management Area." The trail along the Wenaha River is used as an access to the Wenaha-Tucannon Wilderness area. No history of prior civilizations exists or is known about in the area.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

No additional right of way required.

2. Estimated Impact on Traffic Patterns:

None

Consequences--Air Quality, Noise, Safety, etc.:

None

3. Estimated Impact on Land Use:

None

Consequences:

None

4. Expected Impact on Natural Ecological Resources:

None

Consequences:

None

5. Expected Impact on Cultural and Scenic Resources:

The new structure will definitely enhance the scenic resource since the old structure is deteriorated and unsightly.

Consequences:

A more pleasing appearance for the area.

6. Preliminary Identification of Areas of Critical Concern:

None

7. Potential for Controversial Issues:

None

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

None

b. Noise Standards

None

c. Water Quality Standards

Water quality will be enhanced since the new structure will eliminate silt from leaking thru cracks and holes in existing deck.

d. Area Land Use and Transportation Plans, and Zoning

New structure will be consistent with existing land use and should enhance logging operations and facilitate movement of heavy equipment and farm machinery.

C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION-----------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	____ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

D. Recommended Project Category: _____ 1 _____ 2 _____ 3 _____ 4

1980 Rock Cr. Bridges Sec. 9115
of Keasey Rd. west of
Vernonia. (Gr., pav. & struc)

C&A 6325 11-9-77

HIGHWAY DIVISION INVOICE

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

INVOICE NUMBER	139120
DATE	4/10/84
YOUR ORDER NUMBER	
BILLING REQ. NUMBER	CA 2760
CODE	COLUMBI

- COLUMBIA COUNTY
- COURTHOUSE
- ST HELENS OR 97501

PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT
	325	00			12,298.70
505-1093	296	00	000		12,298.70
505-1093	297	00	000		(12,298.70)

DESCRIPTION	TOTAL PRICE
ROCK CREEK BRIDGE (KEASEY RD) RS-A 756(1), CONTRACT 9115	
TOTAL COSTS	682,613.65
LESS: FEDERAL FUNDS	(583,940.50)
LESS: STATE SHARE	(48,440.45)
LESS: ADVANCE DEPOSITS	(37,934.00)
	12,298.70
[illegible] SECTION [illegible] PROJECT [illegible]	
110.00 ACCT. FINAL	

734-1150 (7-81)

OREGON STATE HIGHWAY DIVISI

ITEMIZED STATEMENT OF FINAL COSTS DATE: March 29, 1984

COUNTY: Columbia AGREEMENT NO: 6325 PROJECT NO: RS-A756(1)

CONTRACT NO: 9115 SECTION: Rock Creek Br. (Keasey Rd.)

PRELIMINARY ENGINEERING PREFIX 505-1934:

	Participating	Non Participating
Resident Engineer	$ 1,230.21	$
Payment to Local Government	4,200.00	
Consultants Fees	22,800.00	
Final Design	770.86	
Bridge Design	1,593.97	
Traffic Section	129.26	
Region Utility Liaison	164.75	
Project Management	125.26	
Specifications	1,696.24	
Administrative Services	30.27	
Environmental Section	479.90	
TOTAL P.E. COST	$ 33,220.72	$ 0.00

CONSTRUCTION COST PREFIX 505-1093:

	Participating	Non Participating
Work Performed by Contractor	$ 578,433.45	$ 845.00
Interest on Final Payment		907.23
All Engineering Expense	12,927.94	40.03
Consultant Fees	54,500.00	
Audit Services	748.66	
Project Management	162.26	
Construction Branch	824.09	
Specifications	4.27	
	$ 647,600.67	$ 1,792.26

SUMMARY:

Total Participating P.E. Cost		$ 33,220.72
Total Participating Const. Cost		647,600.67
Total Participating Cost		$ 680,821.39
Less Federal Aid Funds:		
P.E. 85.77%	(28,493.41)	
CONST. 85.77%	(555,447.09)	$(583,940.50)
		$ 96,880.89
Less State Share		(48,440.45)
Plus Nonparticipating Cost		1,792.26
COUNTY SHARE OF TOTAL PROJECT COST		$ 50,232.70
Less Advance Deposits:		
P.E. 6-13-78	(2,534.00)	
Const. 4-16-80	(35,400.00)	$ (37,934.00)
BALANCE DUE FROM COUNTY		$ 12,298.~~00~~70

MKS:bkb

505-1093
505-1934

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

Appropriation:

The United States, Dr., TO *Treasurer of the State of Oregon*

Address
Capitol Building
Salem, OR 97310

STATE Oregon

FEDERAL AID PROJECT NO. RS-A756(1)

PROGRAM APPROVED

VOUCHER PERIOD From: 4-7-78 To: 8-23-83

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
33,220.72 649,392.93	33,220.72 647,600.67	8577 8577	28,493.41 555,447.09	28,493.41 555,447.09	-0- -0-
682,613.65	680,821.39	8577	583,940.50	583,940.50	-0-

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY ______ *State Highway Agency*

By ______ *Authorized Officer* ______ *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ $0.00

Adjustments $ ______

Amount Approved $ ______

SIGN ORIGINAL COPY ______ *Signature of Authorized FHWA Representative* *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	Rock Creek Bridges (3)					
	County Road in Columbia County					
	Preliminary Engineering					
	Type Code PE					
	Work by Oregon Bridge Engineering	All Required			27,000.00	
	State	All Required			6,220.72	
	Total Participating Project Cost				33,220.72	
	Construction					
	Type Code Y070					
	Roadway (Sta. 1+00 to 2+42 and 3+50 to 5+34) (Sta. 3+885 to 4+88.5 AND %+72.50 to 6+72.50)(Sta. 0+00 to 2+82 and 4+20 to 11+00)					
	Final Contract Payment Summary	Lump Sum			228,144.95	
	AMOUNT CARRIED FORWARD					

FORM **PR-20B** (REV. 5-66)
FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966
IN LIEU OF SF-1166

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

(PPM 30-6)

FEDERAL AID PROJECT

STATE

COUNTY

NUMBER

SECTION

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Type Code X081					
	Bridge No. 13647B (Sta. 2+42 - Sta. 3+50)					
	Bridge No. 13648B (Sta. 4+88.50 to Sta. 5+72.50)					
	Bridge No. 13650B(Sta. 2+82 to Sta. 4+20)					
	Final Contract Payment Summary	Lump Sum			350,288.50	
	Total Participating Construction Cost				578,433.45	
	Construction Engineering					
	Work by Oregon Engineering Co.	All Required			54,500.00	
	State	All Required			13,918.56	
	Total Participating construction Engineering				68,418.56	
	Misc. Project Cost					
	Audit Expense	All Required			748.66	
	Total Participating Construction Cost				680,821.39 ✓	
	Non Participating Project Cost					
	Final Contract Payment Summary	Lump Sum			845.00	
	Interest on Final Payments	All Required			907.23	
	Construction Engineering	All Required			40.03	
	Total Non Participating Project Cost				1,792.26	
	Total Project Cost				$682,613.65	
	Prepared based on Participating cost as shown on the 2-9-84 Federal Billing					

PREVIOUS EDITIONS ARE OBSOLETE

USCOMM-DC 27329-P66

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	AMOUNT CARRIED FORWARD.......					

FORM PR-20B (REV. 5-66)

GP [illegible]-644

USCOMM-DC 27329-P66

B02 075 BILLING NUMBER 34

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

03/15/84

PREFIX	GRP FL	FED AID PROJ	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
505-1093	1#	RS -A756-001	555,447.09	649,392.93	647,600.67	85.77	555,447.09	555,447.09 ~~551,588.00~~	[illegible] B	
505-1934	1#	RS -A756-001	28,493.41	33,220.72	33,220.72	85.77	28,493.41	28,493.41		
		PROJ TOTALS	583,940.50	682,613.65	680,821.39		583,940.50	580,081.41	[illegible] 09	
103-1903	1#	RS -A882-001	63,043.38	73,874.46	73,477.13	85.80	63,043.38	63,043.38		
503-2523	1#	RS -A882-001	17,692.86	21,673.77	20,621.05	85.80	17,692.86	17,692.86		
		PROJ TOTALS	80,736.24	95,548.23	94,098.18		80,736.24	80,736.24		
103-1010	1#	RS -A882-002	955,560.49	1086,080.71	1084,016.44	88.15	955,560.49	955,560.49		
518-1965	1#	RS -B303-001	9,563.69	10,985.82	10,845.65	88.18	9,563.69	9,563.69		
>518-1002	1#	RS -B303-002	282,590.37	320,578.99	320,578.98	88.15	282,590.37	282,590.37		
518-1920	1	RS -B319-001	300,300.00	291,283.08	288,250.34	85.80	247,318.79	244,059.63		3,259.16
509-1910	1	RS -B345-002	75,985.00	67,480.32	67,794.57	88.15	59,760.91	59,182.55		578.36
509-1990	1	RS -B349-001	15,860.00	1,652.13	1,652.13	85.77	1,417.03	1,417.03		
509-1927	1	RS -B349-002	48,746.00	22.13	22.13	88.15	19.51	19.51		
516-1051	1#	RS -B400-001	236,905.63	268,989.08	268,788.61	88.15	236,937.16	236,905.63	31.53 B	
516-1976	1#	RS -B400-001	31,842.21	55,985.97	36,122.76	88.15	31,842.21	31,842.21		
		PROJ TOTALS	268,747.84	324,975.05	304,911.37		268,779.37	268,747.84	31.53	
533-1947	1	RS -B417-001	29,970.00	343.54	343.54	88.15	302.83	302.83		
528-1058	1	RS -B440-001	61,086.00	62,089.22	62,022.41	88.15	54,672.75	54,672.75		
528-1963	1	RS -B440-001	3,348.00	2,519.15	2,519.15	88.15	2,220.63	2,220.63		
		PROJ TOTALS	64,434.00	64,608.37	64,541.56		56,893.38	56,893.38		
>528-1057	1#	RS -B443-001	92,161.94	104,589.31	104,515.69	88.18	92,161.94	92,161.94		
528-1961	1#	RS -B443-001	14,646.28	16,615.18	16,615.18	88.15	14,646.28	14,646.28		
		PROJ TOTALS	106,808.22	121,204.49	121,130.87		106,808.22	106,808.22		
513-1068	1	RS -B474-001		479.15	479.15	81.83	392.09		392.09 A	
513-1906	1	RS -B474-001	1,636.00	384.48	384.48	81.83	314.62	314.62		
		PROJ TOTALS	1,636.00	863.63	863.63		706.71	314.62	392.09	
523-1906	1	RS -B498-001	23,624.00	5,853.18	5,853.18	88.15	5,159.58	2,664.98		2,494.60
523-1991	1#	RS -B500-002	50,536.56	57,462.39	57,367.39	88.18	50,536.56	50,536.56		
523-1080	1#	RS -B500-003	256,696.25	291,553.36	291,104.84	88.18	256,696.25	256,696.25		

CHAPMAN SLIDE SCAPPOOSE-VERNO CONT NO 9728 FA PROJ NOS RS A744001 100								STATE	
	505	1007	201	00 P 1		22,307.00	22,307.00	83	84
	505	1007	204	00 P 1		1,115.35CR	1,115.35CR	83	84
	505	1007	270	01 P 1		3,235.00	3,235.00	84	84
	505	1007	296	00 N 9	3,404.59CR	39,848.68CR	39,848.68CR	83	84
	505	1007	298	00 N 9	3,404.59	39,848.68	39,848.68	83	84
	505	1007	900	00 P 1		313.86	313.86	83	84
	505	1007	904	00 P 1	1,001.13	20,587.25	20,587.25	83	84
	505	1007	940	00 P 1		303.00	303.00	84	84
	505	1007	944	00 P 1		4.42	4.42	83	83
	505	1007	945	00 P 1		45.58	45.58	83	84
	505	1007	948	00 P 1	18.32	42.78	42.78	83	84
			TOT	P1	1,019.45	45,723.54	45,723.54		
			** JOB TOTALS **		1,019.45 **	45,723.54 **	45,723.54 **		
ROCK CREEK BRIDGES CONT NO 9115 * FA PROJ NOS RS A756001 100								STATE	
	505	1093	201	00 P 1			578,433.45	80	81
	505	1093	201	00 N 1			845.00	81	81
	505	1093	206	00 N 1			907.23	82	82
	~~505~~	~~1093~~	~~296~~	~~00 N 9~~			~~575,554.00CR~~	80	82
	~~505~~	~~1093~~	~~297~~	~~00 N 9~~			~~23,466.00~~	80	80

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS

FEBRUARY 1984

DESCRIPTION	PREFIX	FUNCTION	SUB	F. GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	ACTIVE YRS END
	~~505~~	~~1093~~	~~298~~	~~00 N 9~~			~~551,555.00~~	~~80~~	~~82~~
	505	1093	900	00 P 1			12,827.49	80	82
	505	1093	900	00 N 1			40.03	80	81
	505	1093	904	00 P 1			54,500.00	82	82
	505	1093	915	00 P 1		429.22	748.66	81	83
	505	1093	920	00 P 1			162.26	80	81
	505	1093	921	00 P 1			4.37	80	80
	505	1093	945	00 P 1			524.09	81	82
	505	1093	948	00 P 1	80.00	80.00	100.45	81	84
	505	1093	960	00 N 1	110.59CR	110.59CR		80	84
			TOT	P1	80.00	509.22	647,600.67		
			TOT	N1	110.59CR	110.59CR	1,792.26		
			** JOB TOTALS **		30.59CR**	398.63 **	649,392.93 **		
SCAPPOOSE CR BR CONT NO 9421 * FA PROJ NOS BRS A743001 100								STATE	
	505	1098	201	00 P 1			129,977.49	82	83
	505	1098	296	00 N 9		90.72	169,899.54CR	82	83
	505	1098	297	00 N 9			40,730.72	82	83
	505	1098	298	00 N 9		90.72CR	129,168.82	82	83
	505	1098	900	00 P 1		574.46CR	762.39	82	83
	505	1098	900	00 N 1		574.46	574.46	83	83
	505	1098	904	00 P 1			1[illegible],703.56	83	83

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                         505   1907    298     00 N 9       966.21            2,176.54            2,176.54
                         505   1907    901     00 P 1                            15.52               15.52
                         505   1907    904     00 P 1     2,400.00            5,100.00            5,100.00
                         505   1907    918     00 P 1                             5.15                5.15
                                       TOT        P1      2,400.00            5,120.67            5,120.67
                                    ** JOB TOTALS **      2,400.00  **        5,120.67  **        5,120.67  **

ROCK CK BR KEASEY RD #110   CONT NO 0000 * FA PROJ NOS RS  A756001 100                                      STATE
                         505   1934    296     00 N 9        68.62               68.62           32,961.41CR
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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                          FEBRUARY 1984        PAGE  765

                                                                      FISCAL            GRAND TOTAL
      DESCRIPTION                PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH    YEAR TO DATE          TO DATE
                         505   1934    297     00 N 9                                             9,965.00
                         505   1934    298     00 N 9        68.62CR             68.62CR         28,493.41
                         505   1934    901     00 P 1                                              1,230.21
                         505   1934    903     00 P 1                                              4,200.00
                         505   1934    904     00 P 1                                             22,800.00
                         505   1934    905     00 P 1                                                770.86
                         505   1934    906     00 P 1                                              1,593.97
                         505   1934    911     00 P 1                                                129.26
                         505   1934    914     00 P 1                                                164.75
                         505   1934    920     00 P 1                                                125.26
                         505   1934    921     00 P 1        80.00CR             80.00CR           1,696.24
                         505   1934    922     00 P 1                                                 30.27
                         505   1934    923     00 P 1                                                479.90
                                       TOT        P1         80.00CR             80.00CR          33,220.72
                                    ** JOB TOTALS **         80.00CR**           80.00CR**        33,220.72  **

 SCAPPOOSE CR(W LANE RD) BR   CONT NO     * FA PROJ NOS BRS A743001 100                                     STATE
                         505   1998    296     00 N 9                           349.91             7,600.33CR
                         505   1998    297     00 N 9                                              1,791.65
                         505   1998    298     00 N 9                           349.91CR           5,808.68
                         505   1998    901     00 P 1                            45.75CR             206.75
                         505   1998    904     00 P 1                                              4,360.00
                         505   1998    905     00 P 1                            13.95CR              65.91
                         505   1998    906     00 P 1                                                653.21
                         505   1998    911     00 P 1                                                245.22
                         505   1998    914     00 P 1                                                 73.35
                         505   1998    920     00 P 1                           132.06CR              60.50
                         505   1998    921     00 P 1                           245.63CR           1,401.07
                         505   1998    922     00 P 1                                                 23.27
                         505   1998    923     00 P 1                                                171.06
                                       TOT        P1                            437.39CR           7,260.95
                                    ** JOB TOTALS **                **          437.39CR**         7,260.85  **

 LILLIAN CR-MILLICOMA RIV     CONT NO        FA PROJ NOS RS  A432001 100                                    STATE
                         506   1977    296     00 N 9       186.17CR          6,385.94CR          6,402.64CR
                         506   1977    298     00 N 9       186.17            6,385.94            6,402.64
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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                    DECEMBER 1982        PAGE  339

                                                                              FISCAL            GRAND TOTAL     ACTIVE YRS
     DESCRIPTION                 PREFIX  FUNCTION SUB F. GR  CURRENT MONTH    YEAR TO DATE       TO DATE         BEG   END
                             505   1004     204     00 P 1                     6,658.25CR        6,658.25CR     82    82
                             505   1004     295     00 N 9                    28,894.12         28,894.12       82    82
                             505   1004     296     00 N 9    14,854.35CR    144,991.34CR      144,991.34CR     82    83
                             505   1004     298     00 N 9    14,854.35      116,097.22        116,097.22       82    83
                             505   1004     900     00 P 1        21 84          240.13            240.13       82    83
                             505   1004     904     00 P 1     3,057.08       18,000.00         18,000.00       82    83
                             505   1004     920     00 P 1                        36.08             36.08       82    82
                             505   1004     940     00 P 1                       548 95            548.95       82    82
                             505   1004     941     00 P 1                       486.03            486.03       82    82
                             505   1004     942     00 P 1                     1,152.82          1,152.82       82    82
                             505   1004     944     00 P 1                       169.80            169.80       82    82
                             505   1004     945     00 P 1                        29.18             29.18       82    82
                             505   1004     948     00 P 1         7.82        1,038.52          1,038.52       82    83
                                            TOT        P1      3,086.74      148,208.26        148,208.26
                                       ** JOB TOTALS **        3,086.74  **  148,208.26  **    148,208.26  **

                                                                                                                STATE
 ROCK CREEK BRIDGES        CONT NO 9115   FA PROJ NOS RS  A756001 100
                             505   1093     201     00 P 1                                     578,433.45       80    81
                             505   1093     201     00 N 1                                         845.00       81    81
                             505   1093     206     00 N 1                                         907.23       82    82
                             505   1093     296     00 N 9                       415.43CR      575,054.00CR     80    82
                             505   1093     297     00 N 9                                      23,466.00       80    80
                             505   1093     298     00 N 9                       415.43        551,588.00       80    82
                             505   1093     900     00 P 1                                      12,827.49       80    82
                             505   1093     900     00 N 1                                          40.03       80    81
                             505   1093     904     00 P 1                     4,500.00         54,500.00       82    82
                             505   1093     915     00 P 1                                         319.44       81    81
                             505   1093     920     00 P 1                                         162.26       80    81
                             505   1093     921     00 P 1                                           4.27       80    80
                             505   1093     945     00 P 1                                         824.09       81    82
                             505   1093     948     00 P 1                         7.72             20.46       81    82
                             505   1093     960     00 N 1                                         110.59       80    81
                                            TOT        P1                      4,507.72        647,091.46
                                            TOT        N1                                        1,902.85
                                       ** JOB TOTALS **                  **    4,507.72  **    648,994.31  **

                                                                                                                STATE
 SCAPPOOSE CR BR           CONT NO 9421 = FA PROJ NOS BRS A743001 100
                             505   1098     201     00 P 1                       304.01        139,977.49       82    82
                             505   1098     204     00 P 1                     6,983.67                         82    82
                             505   1098     296     00 N 9       917.46       12,722.70CR      165,170.02CR     82    83
                             505   1098     297     00 N 9                     4,568.29         36,319.48       82    82
                             505   1098     298     00 N 9       917.46CR      8,154.41        128,850.54       82    83
                             505   1098     900     00 P 1                       406.52          1,337.33       82    82
                             505   1098     904     00 P 1                     4,401.58CR       17,683.85       82    82
                             505   1098     904     00 N 1                     5,514.06          5,514.06       82    82
                             505   1098     920     00 P 1                                          48.74       82    82
                             505   1098     940     00 P 1                                       1,111.60       82    82
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                                  505   1901      924      00 P 1                                                 
                                  505   1901      926      00 P 1                             302. 83CR         12. 51
                                  505   1901      932      00 P 1                              35. 56CR          3. 10
                                                  TOT      P1                                 500. 24CR     20,534. 31
                                             ** JOB TOTALS **                 **              500. 24CR**   20,534. 31  **

   ROCK CK BR KERSEY RD #110     CONT NO 0000 * FA PROJ NOS RS  A756001 100                                               STATE
                                  505   1934      296      00 N 9                                           33,030. 03CR
                                  505   1934      297      00 N 9                                            4,468. 00
                                  505   1934      298      00 N 9                                           28,562. 03
                                  505   1934      901      00 P 1                                            1,230. 21
                                  505   1934      903      00 P 1                                            4,200 00
                                  505   1934      904      00 P 1                                           22,800. 00
                                  505   1934      905      00 P 1                                              770. 86
                                  505   1934      906      00 P 1                                            1,593. 97
                                  505   1934      911      00 P 1                                              129. 26
                                  505   1934      914      00 P 1                                              164. 75
                                  505   1934      920      00 P 1                                              125. 26
                                  505   1934      921      00 P 1                                            1,776. 24
                                  505   1934      922      00 P 1                                               30. 27
                                  505   1934      923      00 P 1                                              479. 90
                                                  TOT      P1                                               33,300. 72
                                             ** JOB TOTALS **                 **                 **         33,300. 72  **

   SCAPPOOSE CR(W LANE RD) BR    CONT NO      * FA PROJ NOS BRS A743001 100                                               STATE
                                  505   1998      296      00 N 9                              45. 75CR      7,950. 24CR




ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                      DECEMBER 1982        PAGE  849

                                                                                 FISCAL            GRAND TOTAL
      DESCRIPTION                   PREFIX  FUNCTION SUB F. GR  CURRENT MONTH  YEAR TO DATE          TO DATE
                                  505   1998      297      00 N 9                                9. 15       1,791. 65
                                  505   1998      298      00 N 9                               36. 60       6,158. 59
                                  505   1998      901      00 P 1                                              252. 50
                                  505   1998      904      00 P 1                                            4,360. 00
                                  505   1998      905      00 P 1                                               79. 86
                                  505   1998      906      00 P 1                                              653. 21
                                  505   1998      911      00 P 1                                              245. 23
                                  505   1998      914      00 P 1                                               73. 85
                                  505   1998      920      00 P 1                                              192. 56
                                  505   1998      921      00 P 1                                            1,646. 70
                                  505   1998      922      00 P 1                                               23. 27
                                  505   1998      923      00 P 1                                              171. 06
                                                  TOT      P1                                                7,698. 24
                                             ** JOB TOTALS **                 **                 **          7,698. 24  **

   LIBBY-TARHEEL CREEK           CONT NO      * FA PROJ NOS RS  A429001 100                                               STATE
                                  506   1960      296      00 N 9                                            2,196. 15CR
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OSHD (Coulter)

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

9115

REGION NO. 10	REPORT NO.	COUNTY Columbia	DIVISION Oregon
DATE OF REPORT July 21, 1983	REPORT MADE BY David J. Stitz		PROJECT NO. RS-A756(1)
COMPLETION DATE October 31, 1980	ACCEPTANCE DATE BY CONTRACT AGENCY November 17, 1981	TIME ELAPSED 88 %	CONTRACT TIME Oct. 14, 1980
APPROVED EXTENSIONS	LOCATION Rock Creek Bridges on FAS A756 (Keary Rd.) west of Vernonia.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

1. DESCRIPTION OF IMPROVEMENT AS PROGRAMED
    1. Construct roadbed embankment, aggregate base & asphalt concrete pavement.
    2. Remove all or part of three existing bridges.
    3. Construct Bridge No.s 13647B, 13648B & 13650B over Rock Creek. The bridges are 108, 84 & 138 feet respectively. Roadway width is 27.5 feet for all three bridges.
    4. Performance of additional & incidental work.
2. CONTRACTOR'S NAME: Hamilton Construction Co.
3. CONTRACT AMOUNT: $529,428.00
4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

STATE HWY ENGR
AUG 24 '83
REFER TO
FOR
File
Act
Sign
D R
R/D
Inves
Info

NOTED
W. E. SCHWARTZ

SIGNATURE (SHD OFFICIAL) Reasey

TITLE Constr. Engr.

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE T. P. Lowe		SIGNATURE G. K. Hossner	
TITLE Area Engineer	DATE	TITLE Field Operations Engineer	DATE

FORM FHWA-1446 B (12-7 FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

///

HIGHWAY DIVISION

ACC

Jon Rose, Metro
Federal Aid Specialist

December 31, 1981

D. E. Swan, P.E.
Operation Programming Engineer

Increase Engineering Costs
Rock Creek Bridges
Columbia County
RS-A756(1)

We received a request for an increase in the federal participation for construction engineering costs for this project. After considerable review, a portion of this increase has been agreed to by FHWA.

Federal participation in extra costs due to engineering error is generally not allowed unless there is clear evidence of inadvertency. We feel that the error that was made was honest and inadvertent. However, based upon the progress of the project and audit reports, the full amount of the request can not be justified.

Based on information and data which has been received, an increase in construction engineering costs of $4,500 has been authorized by FHWA. Of this, approximately $3,860 will be Federal funds and $320 is the responsibility of each the State and County. This will make a total of $54,500.00, for engineering with no increase in the fixed fee.

If OBEC and/or Columbia County wish to pursue this matter further, we could have a meeting with them. Perhaps a clarification of procedures associated with Federal funding would be helpful to avoid similar occurrences in the future.

HR:pf

cc: Jan Peterson, Accounting
Cliff Laux

U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project RS-A756(1)
Rock Creek Bridges, Columbia County
Supplemental Consultant Agreement

Date: December 21, 1981

From: Division Administrator

Reply to Attn. of: HFO.6-OR

To: Mr. H. S. Coulter, State Highway Engineer

Background records for this project have been reviewed, and the overrun in costs by OBEC have been discussed with your Project Management Section personnel. Federal participation in extra costs due to engineering errors is generally not allowed unless there is clear evidence of inadvertency. We agree with your conclusion that the error was honest and inadvertent. Based on our analysis of job progress and the reports of your auditors, we do not find justification for the full amount of the requested increase.

Based on data available in our files, we can approve an increase of total actual costs in the amount of $4,500 - Federal Funds $3,861 to cover the actual supportable increase in time devoted to correction of the only significant problem identified. This would increase the maximum amount to $54,500, with no increase in fixed fee.

If OBEC and/or Columbia County wish to further pursue this matter, we will be glad to accompany you and participate in a meeting with them. Perhaps a clarification of procedures associated with Federal funding would be helpful, to avoid similar occurrences in the future.

The PR-1240 authorizing the above is attached.

G. K. Hassner
for Dale E. Wilken

Attachment
PR-1240, 12-17-81

cc:
OSHD (D Swan, Proj Mgmt)

RECEIVED
STATE HWY ENGR
DEC 23 '81
REFER TO
FOR

Info	Inves	R/D	D R	Sign	Act	File
					✓	

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. RS-A756(1)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Columbia

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 80228

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 12/17/81	8. FEDERAL ROUTE NUMBER Secondary A756	9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
Rock Creek Bridges

11. GENERAL DESCRIPTION OF WORK
Revised costs for consultant

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See below

13. REMARKS

As requested in Mr. Swan's letter of 10/30/81 and 12/8/81 I approve the revised actual costs for the Consultant Agreement with Oregon Bridge Engineering for a total cost of $54,500 Federal Funds $46,761 with no increase in fixed fee.

(Increase $4,500 Federal Funds $3,861)

14. DATE 12/17/81	15. SIGNATURE OF APPROVING OFFICIAL E. K. Hossner	16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

December 8, 1981

HFO.6-OR

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Supplemental Consultant Agreement
Project no. RS-A756(1)
Rock Creek Bridges(3)
Columbia County

Attached for your reconsideration and approval are two copies of a Supplemental Consultant Agreement with Oregon Bridge Engineering Company increasing the maximum amount for the construction engineering from $50,000 to $62,500.

The additional cost of construction engineering covers actual costs related to a design revision made during construction. An honest error was made during the preliminary engineering stage involving stationing which caused errorneous data to be used for the design.

The resultant design revision caused a change in the scope of the project by increasing the work required to complete the project. This resulted in overruns in both construction costs and construction engineering.

Oregon Bridge Engineering Company became aware that the construction engineering would overrun the original $50,000 in January 1981 and began action in March 1981 to effect a supplemental agreement. Following oral and written discussions with field personnel, our External Audit Unit found the additional costs to be reasonable and allowable, and recommended approval on October 26, 1981.

OBEC has been informed that only an increase in actual costs would be considered for approval with the understanding that an increase in the Fixed Fee amount of $5,400 is not allowable.

Because of the pressure to complete the construction, the need for advance approval was inadvertently overlooked.

RHP/lms

U.S. Department
of Transportation
**Federal Highway
Administration**

56 40.5 62,500 21,50

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project RS-A756(1)
Rock Creek Bridges
Supplemental Consultant Agreement

Date: November 19, 1981

From: Division Administrator

Reply to Attn of: HFO.6-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

Your request for approval of a supplemental agreement (D. E. Swan's letter dated October 30, 1981) has been reviewed. We find no evidence that the scope or complexity of the work has changed and that no such change was identified for advance approval.

The supplemental agreement is not approved. If you feel that additional discussion is warranted, we will be available at your convenience.

G. K. [illegible]
for Dale E. Wilken

cc:
ODHD (D E Swan, Proj Mgmt)

RECEIVED
STATE HWY ENGR
NOV 23 '81
REFER TO
FOR
Info Invest R/D Sign Act

9115

L.

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

12-3-8

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section & County	Acceptance Date
Hamilton Const. Co. No. 9191	Geary Canal Bridge Klamath County	Nov. 6, 1981
M.C. Lininger & Sons, Inc. No. 9006	Siskiyou Blvd.-Park St. (Ashland) Jackson County	Nov. 6, 1981
Wildish Const. Co. No. 9304	Florence/Eugene Hwy. @ Fisher Rd. Lane County	Nov. 16, 1981
Hannan Bros. Construction, Inc. No. 8877	Walluski River Bridge Clatsop County	Nov. 16, 1981
Mid-Columbia Paving Co. No. 9312	Shaniko-The Dalles/Calif. Hwy. Wasco County	Nov. 17, 1981
Hamilton Const. Co. No. 9115	Rock Creek Bridges Columbia County	Nov. 17, 1981
Howard Logsden Logging No. 9275	Cecil Rock Production Morrow County	Nov. 18, 1981
Douglas S. Coats, Inc. No. 9276	Umatilla River-UPRR X'ing (Echo) Umatilla County	Nov. 19, 1981
Steeck Elect. Co. No. 9218	Ore. Coast Hwy. @ Rhododendron Dr. (Florence) Lane County	Nov. 30, 1981
Peter Kiewit Sons' Co. No. 8804	Long Prairie Rd.-Willow Flat Rd. Hood River County	Nov. 30, 1981
Babler Bros., Inc. No. 8798	Warren-Scappoose Columbia County	Nov. 30, 1981
Ross Bros. Const., Inc. No. 8558	Denny Road Intchge. Washington County	Nov. 20, 1981

Contractor and Contract No.	Section & County	Acceptance Date
Wildish Const. Co. No. 9031	Woodson Place-Main St. (Cottage Grove) Lane County	Nov. 30, 1981
Mill Plain Electric Inc. No. 9205	W. Portland Park & Ride Multnomah County	Dec. 1, 1981
Aubrey Mt. Const. Co. No. 9226	Mill Creek (Park) Bridge Polk County	Dec. 2, 1981

December 3, 1981 Keasey

C. T. Keasey, P.E., P.L.S.
Asst. State Highway Engineer

9115

November 27, 1981

Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

CON 5
#9115

Gentlemen:

On November 17, 1981, we wrote to you concerning release of final payment on Contract No. 9115 awarded to Hamilton Construction Co. (Oregon) for work on the Rock Creek Bridges Section of FAS A756 (Keasey Road) in Columbia County.

Final payment on this contract is $5,000 and the total contract amount is $579,278.45. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js

cc: Hamilton Construction Co. (Oregon)
P. O. Box 659
Springfield, OR 97477

Hansen & Rowland, Inc. of Oregon
1311 N.W. 21st Avenue
Portland, OR 97209

bc: C. T. Keasey
Walt Hart
E. L. Hardt

U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project RS-A756(1)
Rock Creek Bridges
Supplemental Consultant Agreement

Date: November 19, 1981

From: Division Administrator

Reply to Attn. of: HFO.6-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

Your request for approval of a supplemental agreement (D. E. Swan's letter dated October 30, 1981) has been reviewed. We find no evidence that the scope or complexity of the work has changed and that no such change was identified for advance approval.

The supplemental agreement is not approved. If you feel that additional discussion is warranted, we will be available at your convenience.

G. K. [illegible]
for Dale E. Wilken

cc:
ODHD (D E Swan, Proj Mgmt)

RECEIVED
STATE HWY ENGR

NOV 23 '81

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

October 30, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Supplemental Consultant Agreement
Project No. RS-A756(1)
Rock Creek Bridges (3)
Columbia County

Enclosed for your approval are two copies of a fully executed supplemental agreement with Oregon Bridge Engineering Company which increases the maximum amount for construction engineering from $50,000 to $62,500.

Approval of this supplemental agreement will not require an increase in total cost or federal funds for the project as currently under agreement.

I request the return of one copy of the supplemental agreement approved for our files.

CL:bkc
Attachments

cc: M. Holmes
R. Hacek
General Files

STATE OF OREGON
HIGHWAY ACCOUNTING
External Audit - 8-2878

INTEROFFICE MEMO

FILE: AGR

TO: D. E. Swan, Operation Programming
PROJECT MANAGEMENT

DATE: October 26, 1981

FROM: Vernon E. Skoog Vern
Controller

SUBJECT: Pre-award Evaluation
OBEC/Columbia County
Rock Creek Bridges (3)
FAP No. RS-A756(1), Supplement

Your initial memo dated April 23, 1981, requested approval of the subject increase in authorized costs for construction engineering. We withheld approval due to insufficient justification and requested a revision in the format of the proposal.

Following oral and written discussion with field personnel, we have received today assurance that an increase from $50,000 to $62,500 is reasonable.

We now recommend approval.

DWJ:njc

cc: Jon Rose

Contains Recycled Materials

9115

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                                          TOT      P1
                                       ** JOB TOTALS **         21.17  **         21.17  **        21.17  **

ROCK CREEK BRIDGES                CONT NO 9115   FA PROJ NOS RS  756001 100                                                STATE
                                     505   1093     201     00 P 1      Contractor        1,036.03CR       578,433.45      80     81
                                     505   1093     201     00 N 1                                            845.00      81     81
                                     505   1093     204     00 P 1                        9,000.00          5,000.00CR     80     81
                                     505   1093     296     00 N 9       5,392.56         5,392.56        569,661.44CR     80     81



TOTAL TO DATE JOB COST SUMMARY                                                        SEPTEMBER 1981          PAGE  216

                                                                                          FISCAL            GRAND TOTAL     ACTIVE YRS
DESCRIPTION OF JOB OR DEPARTMENT       PREFIX          FUNCTION   GR   CURRENT MONTH    YEAR TO DATE          TO DATE       BEG    END
                                     505   1093     297     00 N 9                                          23,466.00      80     80
                                     505   1093     298     00 N 9       5,392.56CR       5,392.56CR      546,195.44      80     81
                                     505   1093     900     00 P 1         380.79           437.92         62,521.40      80     81
                                     505   1093     900     00 N 1                                              40.03      80     81
                                     505   1093     915     00 P 1                                             319.44      81     81
                                     505   1093     920     00 P 1                                             162.26      80     81
                                     505   1093     921     00 P 1                                               4.27      80     80
                                     505   1093     945     00 P 1                            50.72            781.18      81     81
                                     505   1093     948     00 P 1                                               6.26      81     81
                                     505   1093     960     00 N 1                                             110.59      80     81
                                                    TOT     P1             380.79         8,452.61        637,228.26
                                                    TOT     N1                                                 995.62
                                                 ** JOB TOTALS **          380.79  **     8,452.61  **    638,223.88  **

LIBBY DR-TARHEEL CF               CONT NO 9157 * FA PROJ NOS RS  429001 100                                                STATE
                                     506   1069     201     00 P 1                                        312,193.50      80     80
                                     506   1069     206     00 P 1                            2.00CR                       80     81
                                     506   1069     206     00 N 1                            2.00               2.00      81     81
                                     506   1069     296     00 N 9                          159.75CR      294,614.95CR     80     81
                                     506   1069     297     00 N 9                                          13,700.00      80     80
                                     506   1069     298     00 N 9                          159.75        280,914.95      80     81
                                     506   1069     900     00 P 1                                           6,211.93      80     81
                                     506   1069     900     10 N 1                                              71.78      80     80
                                     506   1069     920     00 P 1                                              77.84      80     80
                                     506   1069     945     00 P 1                                              11.76      81     81
                                     506   1069     948     00 P 1                           74.80              74.80      81     81
                                     506   1069     948     00 N 1                           25.81              25.81      81     81
                                                    TOT     P1                               72.80         318,569.91
                                                    TOT     N1                               27.81              99.59
                                                 ** JOB TOTALS **                  **       100.61  **     318,669.50  **

OCHOCO HWY-OCHOCO RANGER STA      CONT NO 8942 * FA PROJ NOS RS  378002 100                                                STATE
                                     507   1046     201     00 P 1                                        595,286.56      79     80
                                     507   1046     206     00 N 1                                              25.85      80     80
                                     507   1046     212     02 P 1                                           1,661.45      80     80
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STATE OF OREGON
HIGHWAY ACCOUNTING
EXTERNAL AUDIT - 8-2878

INTEROFFICE MEMO

FILE: AGR

TO: D. E. Swan, Engineer
PROJECT MANAGEMENT

DATE: August 4, 1981

FROM: Vernon E. Skoog Vern
Controller

SUBJECT: Pre-award Evaluation
OBEC/Columbia County
Rock Creek Bridges (3)
FAP #RS-A756(1) - Supplement

In further reference to our memo dated May 7, 1981, withholding approval of a proposed supplemental agreement increasing the consultant's construction engineering fee by $10,100, we have received today the attached copies of OBEC letters to Columbia County dated June 30, 1981.

We do not find that the letters address the questions raised in our original evaluation.

1. We have received no revised supplement stating a firm dollar amount of the increase and the new maximum project cost, as opposed to the open-ended phrasing submitted to County April 2, 1981.
2. While the overrun in contract costs may not have been evident in advance of incurring these costs, there is no reason why Consultant was not aware of his overrun on engineering costs. His job cost accounting system adequately records costs to date so that he can maintain proper budget control.
3. In the absence of a clear statement of specific changes or expansion in the scope of the project with their resulting costs, we still cannot identify $10,100 as eligible cost overruns.

DWJ:njc
Attachments(2)

cc: Jon Rose

1f

OBEC CONSULTING ENGINEERS

June 30, 1981

Board of Commissioners
Columbia County
P.O. Box 366
St. Helens, Oregon 97051

8-15-81

John we need a copy

Re: Supplemental Agreement - Rock Creek Bridges
Project RS-A756(1)
OBEC Job No. 109-10

Enclosed are three copies of the supplemental agreement for your signatures and concurrence.

Under Section VII of the agreement, we should have requested from the County in writing your authority to revise certain drainage features and pier designs as was deemed necessary for construction. Instead we went directly to the State for approval thus negating this course of relief.

We did not anticipate that the job would overrun on both construction costs and engineering costs until apprised by the State of our engineering overrun on January 6, 1981. We feel that the complexity of the stage construction of the bridges and intermittant grading at the various sites greatly added to manpower estimates and subsequent costs. In addition, we failed to fully anticipate salary and overhead increases over the lifetime of the Agreement. The increase of nearly 10% in construction overruns and modifications only added to the Engineering overrun.

We ask that you accept these explanations as reasonable under the circumstances.

Very truly yours,

W. A. Palmateer
General Manager

WAP:seb
enclosures

MA PDM PDE TSE SPC
ODOT - METRO

JUL 24 1981

AMS PPS PPC FILE T/A

c.c. Dett Jones

244 COUNTRY CLUB ROAD • EUGENE, OR 97401 • (503) 683-6090

RS-A 756(1)

OBEC CONSULTING ENGINEERS

June 30, 1981

Board of Commissioners
Columbia County
P.O. Box 366
St. Helens, Oregon 97051

Re: Explanation of Supplemental Agreement
Rock Creek Bridges
OBEC Job No. 109-10

As I understand the arrangement, the original project authorization was for $604,759.78, at 6% your share of this would be $36,285.59. The final engineering we see at $62,200 making an estimated total cost of $642,514.78, plus OSHD charges. If the Lab and labor charges from OSHD are about $15,500, this gives a total cost of about $658,000 at 6% = $39,480. This is an increase of $3,195.

Status to date of billings over $50,000 maximum:

DSL Permit	Invoice #4899	$ 300.00
You have paid	Invoice #5436	3,546.31
You have paid	Invoice #5492	2,856.95
Balance of fixed fee	Invoice #5493	1,350.00
100% County money (total in excess of $50,000)		+$ 8,053.26
Additionally you owe	Invoice #5647	2,347.30
Estimated final invoice		1,791.36
		$12,191.92

In the Supplemental Agreement we are in effect asking for all that over $50,000 that the County is required to pay -- $12,191.92. This includes the DSL Permit that should have been part of the project. In a nutshell instead of paying an additional $12,191.92, your share would be 6% or $731.51. You have already paid $8,053.26, so the net gain would be $7,321.25, eventually returned to you. Again, all we are attempting to do is to get both the State and Federal Highway to pick up 94% of the costs of the overrun on Engineering much as they have picked up the overrun of costs on construction.

Final figures may vary, but these numbers should be close.

Sincerely,

Wally

W. A. Palmateer
General Manager

c.c. Dott Jones

WAP:seb

OBEC **CONSULTING ENGINEERS**

Gary [illegible]

June 19, 1981

Buzz called wally and told him he must send in justification for the additional Charges

Mr. D. E. Swan, Program Engineer
Oregon Dept. of Transportation
Transportation Building
Salem, Oregon 97310

Re: Supplemental Agreement
Rock Creek Bridges
FAP RS-A-756(1)
OBEC Job No. 109-10

Dear Buaa:

I have reviewed the correspondence relating to this request for additional monies on this contract. By the May 19, 1981, action of the Highway Dept. the Contractor's portion was increased $50,886.78 and the Engineering increased $16,145.48. It is part of this increase that I am after for the County.

I have read the letter of Dettmar Jones (May 4, 1981) and take exception to the part of his letter where he states "supplemental agreements are not intended to bail out low bidder for any given project; etc. - - -." This statement seems to indicate a fundamental lack of understanding of this type of contract.

In the preliminary phase, the Consultant receives a lump sum for designing the work over which he has near total control. For this there is included a fee (about 15% which actually should be twice the amount as he assumes the entire risk of design. On the cost plus fixed fee as stipulated by the government and the State, the element of risk is supposed to be substantially reduced because all costs are to be born by the sponsoring agencies and only the fixed fee is negotiable. The contract's intent is that it is open ended - - that construction supervision will be performed as required. We are left with the unenviable choice of stopping all work on the project when the maximum amount is approached and waiting months for approval or going ahead and billing the County as part of the agreement.

The State, quite the contrary, writes their construction finance agreement totally open ended, allowing themselves unrestricted limits to charge and requiring advance deposits or irrevocable letter of credit to cover their costs. This is the absolute opposite of either kind of contract we are required to submit.

244 COUNTRY CLUB ROAD • EUGENE, OR 97401 • (503) 683-6090

It is my understanding that the State has billed $15,281 for engineering. This amount must not have been included in the original authorization as the designated 9% of the construction contract ($47,954.52) does not even cover the $50,000 maximum in our consultant's agreement.

You may recall our agreement was signed in September 1977 and resigned in February 1978. Construction was delayed on full year until the Spring of 1980, by requirements of the Department of Fish and Game. From July 1978 to July 1980 - - two years, our salary costs of living increases, which are loosely tied to the CPI, went up nearly 20%. The additional costs of the extra year are clearly reflected in the labor costs and the increase in overhead allowances. Most of this is quite impossible to forcast accurately.

If there is a case for getting additional monies to Columbia County, I apparently don't know the proper format for proceeding. Dett Jones' letters leave me both discouraged, encouraged, and confused. The years delay in construction itself changes Section V and allows renegotiation.

If this is the way to proceed, let me know. I don't want to flog a dead horse, but since the total costs were well under the maximum allowable guidelines, consideration should be given our petition.

Very truly yours,

Walley

W. A. Palmateer
General Manager

WAP:seb

STATE OF OREGON
HIGHWAY ACCOUNTING
EXTERNAL AUDIT UNIT - 8-2878

INTEROFFICE MEMO

FILE AGR

TO: D. E. Swan, Progr. Engr.
PROJECT MANAGEMENT

DATE: May 7, 1981

FROM: Vernon E. Skoog
Controller

SUBJECT: Pre-award Evaluation
OBEC/Columbia County
Rock Creek Bridges (3)
Project No. RS-A756(1)

Your memo dated April 23, 1981, requested our review of the subject Supplemental Agreement to increase the authorized Consultant fee for construction engineering by $10,100, approximately 20%.

Please note the attached copy of our auditor's report. We CANNOT recommend approval of the Supplement in its present form. It should be written as a revision or addition to Section IV, P.5, of the original Agreement as related to the construction engineering changes or expansion of scope; who required the changes, and why approval in advance was not requested. Section VI-4, P.7, should then be revised to state the new dollar maximum actual cost as detailed in Section IV.

DWJ:njc

cc: Jon Rose

Contains
Recycled
Materials
81-125-1387

STATE OF OREGON
HIGHWAY ACCOUNTING
EXTERNAL AUDIT - 8-2878

INTEROFFICE MEMO

FILE AGR

TO: Vernon E. Skoog
Controller

DATE: May 4, 1981

FROM: Dettmar W. Jones DWJ
Staff Auditor

SUBJECT: Pre-award Evaluation
OBEC/Columbia County
Rock Creek Bridges (3)

The original agreement between Consultant and County was dated September 21, 1977 and provided for both preliminary and construction engineering. The preliminary engineering was completed at the stipulated lump sum of $27,000. Construction engineering was performed during the period March-October 1980 at actual cost plus fixed fee. Audit Report No. 114, January 16, 1981, points out that the maximum cost authorization was $50,000 against which Consultant billed $50,218.01, resulting in a charge-back of the excess $218.01.

A memo dated April 23, 1981 from "Buzz" Swan to you requests evaluation of a Supplement to the original agreement authorizing an additional $10,100. Consultant alleges that such factors as "extra paperwork after construction", "revisions to drawings by changing a pier design","$50,000 additional construction work", "inability to forecast wage increases", plus adjustment of the overhead cost rate, all combined to bring about the cost overrun. It appears that after the project reached its authorized limit in October 1980, work continued through February 1981.

I cannot recommend approval of the Supplement dated April 2, 1981, as written, nor do federal procurement regulations permit such contracts. Consider these facts:

1. The proposed statement allowing a supplemental agreement when "final costs exceed the estimated maximum" is completely open-ended. There must be a dollar maximum cost stated. Furthermore, cost overruns must be justified in advance and due to a substantial change in the scope, complexity or character of the work to be performed.

2. The adjustment of the provisional overhead rate need not be written into a supplement. It was anticipated in the original agreement and was accommodated in the audit settlement for labor costs through October 1980.

3. Specific figures proposed as "change in scope" do not approach the $10,100 increase requested -

Change in pier design	44 hrs
Additional engineering manhours	134
	178 x
Average hourly rate @ $12.47 + 94.9% =	$24.30
	$4,325.00

Contains Recycled Materials

The original agreement provided that construction engineering costs in excess of $50,000 be borne by County without State or Federal participation. Supplemental agreements are not intended to bail out low bidders for any given project; the County should accept what it negotiated unless a valid change in scope can be documented.

APPROVED
V. E. Skoog
V. E. SKOOG, Controller
Oregon State Highway Division

DWJ:njc

cc: Jon Rose

OBEC CONSULTING ENGINEERS

April 14, 1981

Mr. Jon Rose
Region Federal Aid Engineer
Oregon Department of Transportation
5821 N.E. Glisan
Portland, Oregon 97213

Re: Cost Overrun
Three Rock Creek Bridges, Columbia County
FAP RS-A756(1)
OBEC Job No. 109-10

Dear Jon:

Some of the facts that merit your consideration are these:

	Original Estimates	Final Estimates	Overrun
Construction Bid	$529,428.00	$580,314.00	+ 9.9%
Engineering Man Hours	1,892	2,026	+ 7.1%
Engineering Labor Cost	$ 21,030.00	$ 25,275.00	+20.2%
Average Hourly Rate	$ 11.11	$ 12.47	+12.2%

When the job was completed on October 15th, and both ourselves and the contractor moved out, we had used 1,726 man hours - 91% of the original estimate and 85% of the final amount. We show spending 307 hours on FAS documentation and 217 hours on the final reports and quantities. Revisions to the drawings, by changing a pier design, added 44 hours that were not contemplated in the original estimate.

The reasons for the overrun in labor costs were quite clearly the revisions in the drawings and $50,000 of additional construction work, inability to forcast the wage increases, and that 26% of the total labor would be involved in the requirements for documentation, final quantities and reports. We simply rarely allow enough hours for this phase of the work.

Final engineering charges with corrected overhead (an addition of $1,744.00) will be about $60,100, which is but 10.3% of the total contract price, well within the general guidelines for this type of work and far short of the maximum allowance of 15%.

I would appreciate your concurrance in this request.

Very truly yours,

W. A. Palmateer
General Manager

WAP:seb

MA PDM PDE FFM SPC
ODOT-METRO
APR 16 1981
BM PAR PPC FILE T/A

244 COUNTRY CLUB ROAD • EUGENE, OR 97401 • (503) 683-6090

OBEC CONSULTING ENGINEERS

April 2, 1981

Board of Commissioners
Columbia County
Columbia County Courthouse
First Street
St. Helens, Oregon 97051

Re: FAP RS-A756(1), Three Rock Creek Bridges
Supplemental Agreement No. 1

OBEC Consulting Engineers desires to supplement the existing agreement entered into with Columbia County Board of Commissioners and executed on September 21, 1977.

All provisions of the basic agreement remain in effect except as expressly modified by this supplement.

SECTION VI PAYMENT:

Shall be amended as follows:

Add A.4. A supplemental agreement may be submitted by County/Consultant should final costs exceed the estimated maximum.

Exhibit A - Page 2/3. Change in the provisional overhead rate of 88.0 as of May 31, 1977 to the actual overhead rate from July 1, 1979 to May 31, 1980 of 94.90.

If you concur with this supplement, please sign as indicated and return to this office for our submission to the Oregon State Highway Division.

Columbia County:

Marion Sahagian

OBEC Consulting Engineers:

General Manager

Concurrence OSHD:

WAP:ps

244 COUNTRY CLUB ROAD • EUGENE, OR 97401 • (503) 683-6090

9 / 3

L.

CON 5

DATE: May 7, 1981

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Rock Creek Bridges
Keasey Road, Columbia County
Contract No. 9115

The cost of this grading, paving and structures project is expected to exceed the amount authorized by $39,555 or 6.5 percent.

The major causes of the authorization overrun are overruns of the bid items for embankment in place, 1"-0 aggregate base and Class "C" asphalt concrete. These overruns amounted to $9,194, $12,365 and $13,359 respectively. Also, the project engineering being performed by a consultant for the county is expected to overrun by approximately $16,000.

It is recommended that the authorization for this project be increased by $39,555 to a new total of $644,314.48. This matter will be on the consent calendar for the May 19 meeting.

WR:mk md

bc F. B. Klaboe
R. W. Gormsen
C. T. Keasey
V. E. Skoog
E. L. Hardt
George Bell

STATE OF OREGON

INTEROFFICE MEMO

FILE: CON 5 #9115

DATE: May 6, 1981

TO: H. S. Coulter
State Highway Engineer

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increased Project Authorization
Rock Creek Bridges
Keasey Road, Columbia County
Contract No. 9115

The cost of this grading, paving and structures project is expected to exceed the amount authorized by $39,555, or 6.5 percent. The contractor has now completed his work and the consultant engineer, OBEC, is currently working on the semi-final.

The major causes of the authorization overrun are overruns of the bid items for embankment in place, 1"-0 aggregate base and Class "C" asphalt concrete. These overruns amounted to $9,194, $12,365 and $13,359 respectively. Also, the project engineering is expected to overrun by approximately $16,000.

The increased project cost is eligible for federal participation and Columbia County is aware of the overrun.

A rough draft letter to the Transportation Commission is attached as is a copy of the Expected Overrun of Project Authorization form.

WR:fr

Att.

cc: E. L. Hardt
Arvey Nelson
Robert Church

From Metro JON ROSE
Date 4/21/81
To BUZ [illegible]WAN
[✓ Program Mgmt.] Traffic Region 1

Comments: Columbia County and OBEC wish to supplement the Consultant agreement for the "3 Rock Creek Bridges" project to cover construction engineering overruns. Please consider the submitted justifications and if satisfactory, program for additional authorization - Jon Rose

---

OBEC CONSULTING ENGINEERS

4-14-8

Mr. Jon Rose
Region Federal Aid Engineer
Oregon Department of Transportation
5821 N.E. Glisan
Portland, Oregon 97213

Re: Cost Overrun
Three Rock Creek Bridges, Columbia County
FAP RS-A756(1)
OBEC Job No. 109-10

Dear Jon:

Some of the facts that merit your consideration are these:

	Original Estimates	Final Estimates	Overrun
Construction Bid	$529,428.00	$580,314.00	+ 9.9%
Engineering Man Hours	1,892	2,026	+ 7.1%
Engineering Labor Cost	$ 21,030.00	$ 25,275.00	+20.2%
Average Hourly Rate	$ 11.11	$ 12.47	+12.2%

When the job was completed on October 15th, and both ourselves and the contractor moved out, we had used 1,726 man hours - 91% of the original estimate and 85% of the final amount. We show spending 307 hours on FAS documentation and 217 hours on the final reports and quantities. Revisions to the drawings, by changing a pier design, added 44 hours that were not contemplated in the original estimate.

The reasons for the overrun in labor costs were quite clearly the revisions in the drawings and $50,000 of additional construction work, inability to forcast the wage increases, and that 26% of the total labor would be involved in the requirements for documentation, final quantities and reports. We simply rarely allow enough hours for this phase of the work.

Final engineering charges with corrected overhead (an addition of $1,744.00) will be about $60,100, which is but 10.3% of the total contract price, well within the general guidelines for this type of work and far short of the maximum allowance of 15%.

I would appreciate your concurrance in this request.

Very truly yours,

W. A. Palmateer
General Manager

WAP:seb

HA PDM PDE FFM SPC
- ODOT - METRO
APR 16 1981
BM PAR PPC FILE T/A

244 COUNTRY CLUB ROAD • EUGENE, OR 97401 • (503) 683-6090

VICTOR ATIYEH
GOVERNOR

Department of Transportation
METROPOLITAN BRANCH
5821 N.E. GLISAN, PORTLAND, OREGON 97213

April 1, 1981

In Reply Refer to
File No.
505-1934

OBEC CONSULTING ENGINEERS
244 Country Club Road
Eugene, OR 97401

Attention: Wally Palmateer

Subject: Cost Overrun
Three Rock Creek Bridges (Keasey Rd.)
Columbia County

I have your letter of March 20 to the Columbia County Board of Commissioners pointing out that construction engineering costs have exceeded the $50,000 set forth in the County/consultant agreement covering the subject FAS-C project. You are correct in your statement to the effect that FHWA could reasonably be expected to participate in the $10,100 overrun assuming, of course, that the costs can be justified and that they do not exceed 15 per cent of the construction amount. I would suggest that you prepare a supplemental agreement between OBEC and the County and, after execution, submit it with a letter explaining why costs exceeded those estimated in the original agreement.

I am sure you understand that the consultant's fixed fee of $5,400 cannot be altered with a supplemental agreement, but with the proper justification, I would expect FHWA to allow an adjustment to pay for reasonable overruns in actual costs. If OBEC and the County wish to pursue this, you should send me the necessary documents and I will forward them for federal approval.

Jon Rose
JON ROSE
Federal Aid Specialist

JR/po

cc: A. J. Ahlborn
Region 1

OBEC CONSULTING ENGINEERS

March 20, 1981

Columbia County Board of Commissioners
County Courthouse
First Street
St. Helens, Oregon 97051

Re: Rock Creek Bridges - Consultants Agreement

Gentlemen:

The agreement between the County and ourselves limits maximum participation by the State and FHWA to $50,000 for construction engineering, with the balance over that amount, up to 15% of construction costs, to be borne by the County.

Final contract costs may amount to $540,000±, and current agreements now allow the County to submit a supplemental agreement for overruns. The maximum payment under the agreement would be about $540,000 x .15 = $81,000. We anticipate our final billings as follows:

Basic Labor	$25,275.40	thru 2/28/81
Overhead @ 88%	$22,242.35	($23,986.35)
Other Costs	$ 5,438.77	
Fixed Fee	$ 5,400.00	
	$58,356.52	
Add for actual Overhead adjustment of 94.90	+ 1,744.00	
Estimated Final Billing	$60,100.52	

To date the County has borne all expenses in excess of $50,000 ($7,753.26) and will be billed approximately $2,347 additional if my figures are correct.

I see no reason why a supplemental agreement asking FHWA to participate in the $10,100 overrun ($60,100± - $50,000) would not be honored. If honored, you should be getting the major share of the supplemental payments returned to you.

I would be pleased to submit this paperwork for the County if I receive an encouraging reply from Jon Rose.

Very truly yours,

W. A. Palmateer
General Manager

MA PDM PDE FFM SPC
ODOT - METRO
APR 01 1981
BM PAR PPC FILE T/A

WAP:ps
Enclosure
cc: Jon Rose-OSHD, Portland ✓

244 COUNTRY CLUB ROAD • EUGENE, OR 97401 • (503) 683-6090

ROUTING SLIP—DEPT. OF TRANSPORTATION Da

- Director
- Asst. Dir.-Administration
- Accounting (Highway)
- Administrative Services
- Bridge
- Chief Counsel
- Commission Services
- Construction
- Data Processing (Trans. Bldg.)
- Employee Development
- Engineering (Design)
- Environmental
- Equipment Shops & Storeroom
- Finance (DOT)
- FHWA
- General Files
- Industrial Engineers
- Information System (Lana Ave.)
- Labor Relations
- Landscape
- Library
- Location
- Mail Room
- Maintenance
- Materials & Research
- Motor Vehicles
- Organization & Manpower Services
- Parks & Recreation
- Permits & Weighmaster
- Personnel Operations
- Photocopy
- [✓ Project Management & Operations Planning]
- Public Affairs
- Public Transit
- Radio
- Records Management
- Right of Way
- Safety & Health Services
- Sign Shop
- State Highway Engineer
- Technical Services Engr.
- Traffic Signal Unit
- Traffic
- Transportation Policy & Program Development
- Travel Information
- Utilities
- Metropolitan
- Region Number ____
- District Number ____
- Resident Engineer ____

ATTENTION:
Buz Swan

FROM:
Richards

COMMENTS:
$64,000 engr. is the figure est. by OBEC. Our latest printout shows engr. charges of $61,694 88 & total project cost of $628,009 36 (10.9%)

Form 731-0022 (6-80) SP [illegible]1282-734

OREGON STATE HIGHWAY DIVISION

Expected Overrun of Project Authorization

Project Rock Creek Bridges Date 1/9/81

Highway Keasey Road(FAS-A756) Contract No. 9115

County Columbia Kind of Work Grading, Paving, and Structures Contractor Hamilton Const. Co.

	Authorized	Estimated
Contract Amount	$529,428.00	$561,623.23
Anticipated Items	$ 3,400.00	-0-
Contingency (4½%)	$ 23,977.26	$ 18,691.55
Engineering	$ 47,954.52	$ 64,000.00
Credits		
PROJECT COST	$604,759.78	$644,314.78

NET INCREASE $ 39,555.00 OR 6.5 %

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)	Expected Amount	Net Change
[illegible] Traffic Barriers, Reflectorized	$ 375.00	+ 1,505.00
[illegible] Traffic Barriers, Lighted	$ 4,200.00	- 2,275.00
Fl[illegible]en	$ 5,520.00	- 1,219.00
E[illegible]nkment in Place	$25,335.00	+ 9,194.40
[illegible] Aggregate Base	$43,785.00	+12,364.88
Class "C" Asphalt Concrete	$45,300.00	+13,359.35
[illegible]rail, Type 2A	$ 4,950.00	+ 1,375.00
Ex[illegible] for Asphalt Approaches	$ 1,000.00	+ 1,200.00
L[illegible] Riprap, Class 100	$ 6,700.00	+ 2,266.00
F[illegible]ish HP 10X42 Steel Piling	$21,160.00	- 6,417.00
(U) Pa[illegible] 2-Plan Change-Adjust B.I.#60 and 64	$ -0-	+ 7,358.68
12 [illegible]tal Culvert Pipe	$ -0-	+ 2,541.00
Seeding and Mulching	$ -0-	+ 918.45
~~Final Payment for Extra Claims(If Approved)~~	~~$ -0-~~	~~+ 1,690.00~~
Plan Change-Dike and rock excavation at Bent 2-Bridge 13650B	$ -0-	+ 6,183.12

APPROVED BY
OREGON TRANSPORTATION COMMISSION
DATE MAY 19 '81

Principal reasons for overruns (Continue on reverse side): Bridge 13650B

See the enclosed Statement of Overruns and Underruns for explanations. Did not know this project would overrun by more than 5% till 1/6/81, when I got an updated engineering figure from the [illegible]D.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer

Submitted by Gary R. Gilliam 1/9/81
Gary R. Gilliam OBEC Resident Engineer

Noted by O. B. Jackman
For Construction ~~or Bridge~~ Engineer

Confirmed by Vance Cuff
Regional Engineer

Noted by H. Scholls
~~Deputy~~ or State Highway Engineer

```
                                        TOT       N3                                 [illegible]       [illegible] 260.44  **
                                     ** JOB TOTALS **                      **
                                                                                                                STATE
ROCK CK BR KEASEY RD #110   CONT NO 0000 * FA PROJ NOS RS  756001 100                               29,421.21CR
                                 505    1934    296      00 N 9                                      4,468.00
                                 505    1934    297      00 N 9                                     24,953.21
                                 505    1934    298      00 N 9                                      1,[illegible].66
                                 505    1934    901      00 P 1                                     22,8[illegible]0.00
                                 505    1934    904      00 P 1                                        770.86
                                 505    1934    905      00 P 1                                      1,593.97
                                 505    1934    906      00 P 1                                        129.26
                                 505    1934    911      00 P 1                                        164.75
                                 505    1934    914      00 P 1                                        125.26
                                 505    1934    920      00 P 1                                      1,776.24
                                 505    1934    921      00 P 1                                         30.27
                                 505    1934    922      00 P 1                                        479.90
                                 505    1934    923      00 P 1                                     29,093.17
                                 505    1934    TOT      P1                  **             **      29,093.17  **
                                        ** JOB TOTALS **
                                                                                                                STATE
LIBBY-TARHEEL CREEK          CONT NO      * FA PROJ NOS RS  429001  JO           2,261.34CR          2,261.34CR
                                 506    1960    296      00 N 9                   2,261.34            2,261.34
                                 506    1960    298      00 N 9                                          86.10
                                 506    1960    901      00 P 1                       3.00            1,306.51
                                 506    1960    905      00 P 1                                          63.32
                                 506    1960    910      00 P 1                      74.80              2[illegible]3.11
                                 506    1960    920      00 P 1                      62.19              888.75
                                 506    1960    921      00 P 1                                          17.54
                                 506    1960    922      00 P 1                     139.99            2,565.33
                                                TOT      P1                  **     139.99  **        2,565.33  **
                                         ** JOB TOTALS **
                                                                                                                STATE
OCHOCO RNGR STA RD-OCHOCO HY  CONT NO     * FA PROJ NOS RS  378001 100             346.57CR          26,746.57CR
                                 507    1985    296      00 N 9


                                                                          FEBRUARY 1981           PAGE  800

TOTAL TO DATE JOB COST SUMMARY                                                                    GRAND TOTAL
                                                                                 FISCAL             TO DATE
DESCRIPTION OF JOB OR DEPARTMENT    PREFIX        FUNCTION  GR   CURRENT MONTH   YEAR TO DATE          660.00
                                 507    1985    297      00 N 9                     346.57           26,086.57
                                 507    1985    298      00 N 9                                       9,078.98
                                 507    1985    901      00 P 1                      11.48               11.48
                                 507    1985    901      00 N 1                                         589.71
                                 507    1985    904      00 P 1                                       8,359.58
                                 507    1985    905      00 P 1                                       1,626.90
                                 507    1985    906      00 P 1                                         851.64
                                 507    1985    909      00 P 1                      24.44CR          4,679.61
                                 507    1985    910      00 P 1                                         124.90
                                 507    1985    911      00 P 1                                       [illegible]
                                 507    1985    913      00 P 1
                                 507    1985    914      00 P 1
```

STATE COPY

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 1-5

PROJECT REPORT NUMBER

MODIFICATION NUMBER ~~4~~ 3

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

State Oregon

County Columbia

Project Number RS-A756(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 8, 1978, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 644,392.00	$ 683,303.00
Federal funds	$ 552,693.00	$ 586,066.00
Other revisions		

This modification is made for the following reasons: To include increase in construction costs, and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 6th day of January, 1981.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Operation Programming Engineer
(Title)

By For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G.L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon December 30, 1980

Federal Aid Project
No. RS-A756(1)

Rock Creek Bridges (3)
County Road in Columbia County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering (3 Bridges on Keasey Road)

Preliminary Engineering (By State Forces)	All Required	$ 7,700.00
Preliminary Engineering Consultant	All Required	27,000.00
	TOTAL	$ 34,700.00

Type Code Y070

Archeological Salvage	All Required	$ 500.00
	TOTAL	$ 500.00

Type Code ROW

Rights of Way	All Required	$ 5,000.00
		$ 5,000.00

Type Code 6201
Roadway (Sta. 1+00 to 2.42 and 3+50 to 5+34) (Sta. 3+88.5 to 4+88.5) and 5+72.50 to 6+72.50) (Sta. 0+00 to 2+82 and 4+20 to 11+00)

Subtotal of previous estimate of April 23, 1980 $179,268.00

Previous Estimate

Embankment in Place	2,815 Cu. Yd.	9.00	$ 25,335.00
1"-0 Aggregate Base	3,475 Ton	12.60	43,785.00
Class "C" Asphalt Concrete	1,200 Ton	37.75	45,300.00
Loose Riprap	335 Cu. Yd.	20.00	6,700.00
			$121,120.00

Revised Estimate

1"-0 Aggregate Base	4,356 Ton	12.60	$ 56,145.00
Class "C" Asphalt Concrete	1,553 Ton	37.75	58,625.00
Embankment in Place	3,700 Cu. Yd.	9.00	33,300.00
Loose Riprap	448 Cu. Yd.	20.00	8,960.00
			$157,030.00
		Increase	$ 35,190.00
		SUBTOTAL	215,178.00
		Engineering	27,202.00
		TOTAL	$242,380.00

Type Code X081
Bridge No. 13647B(Sta. 2+42 to Sta. 3+50)

Total the same as previous estimate of April 23, 1980 $122,363.00

Type Code X081
Bridge No. 13648B (Sta. 4+88.50 to Sta. 5+72.50)

Total the Same as previous estimate of April 23, 1980 $102,451.00

Type Code X081
Bridge No. 13650B(Sta. 2+82 to Sta. 4+20)

Total the same as previous estimate of April 23, 1980 $400,723.00

Length of project -----------	Structure	0.063 mile
	Roadway	0.282 mile
	TOTAL LENGTH	0.345 mile

COST OF ROADWAY PER MILE ----$848,865.24

SUMMARY OF FUNDS (85.77%)

Description	Total Cost	Fed. Funds	State Funds	County Funds
Preliminary Engineering	$ 34,700.00	$ 29,762.00	$ 2,469.00	$ 2,469.00
Archeological Salvage	500.00	428.00	36.00	36.00
Rights of Way	5,000.00	4,288.00	356.00	356.00
Roadway	242,380.00	207,888.00	17,246.00	17,246.00
Structures	400,723.00	343,700.00	28,511.00	28,512.00
TOTAL	$683,303.00	$586,066.00	$48,618.00	$48,619.00

Group 1-100%
Contract No. 9115
Prefix - 505-1934
Prefix - 505-1093

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 5-5	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Columbia
MODIFICATION NUMBER 8 2	1-21-80	Project Number RS-A756(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 8, 1978, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 40,200	$ 644,392
Federal funds	$ 34,480	$ 552,693
Other revisions		

This modification is made for the following reasons: Adding construction phase

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 28th day of April, 1980.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

~~By~~ XX For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G.L. Green

Form PR-2A
(Rev. 10 75)

Previous editions are obsolete

file

Oregon State Highway Division
Salem, Oregon, April 23, 1980

Federal-Aid Project
No. RS-A756(1)

ROCK CREEK BRIDGES (3)
COUNTY ROAD IN COLUMBIA COUNTY

Revised Project Agreement Estimate

Type Code PE
Preliminary Engineering (3 Bridges on Keasey Road)

Preliminary Engineering (By State Forces)	All Required	$ 7,700.00
Preliminary Engineering (Consultant)	All Required	27,000.00
	Total	$ 34,700.00

Type Code Y070

Archeological Salvage	All Required	$ 500.00
	Total	$ 500.00

Type Code ROW

Rights of Way	All Required	$ 5,000.00
	Total	$ 5,000.00

Type Code 6201
Roadway (Sta. 1+00 to 2+42 and 3+50 to 5+34) (Sta. 3+88.5 to 4+88.5 and 5+72.50 to 6+72.50) (Sta. 0+00 to 2+82 and 4+20 to 11+00)

Mobilization	All Required (34%)		$ 16,320.00
Temporary Protection and Direction of Traffic	All Required		2,000.00
Temporary Signs	424 sq.ft.	4.50	1,908.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	75 lin.ft.	5.00	375.00
Temporary Continuous Rail Traffic Barriers, Lighted	600 lin.ft.	7.00	4,200.00
Flagman	240 hour	23.00	5,520.00
Clearing and Grubbing	All Required		4,000.00
Removal of Pavement	1,870 sq.yd.	1.50	2,805.00
Embankment in Place	2,815 cu.yd.	9.00	25,335.00
1" - 0 Aggregate Base	3,475 ton	12.60	43,785.00
Class "C" Asphalt Concrete	1,200 ton	37.75	45,300.00
Guard Rail, Type 2A	450 lin.ft.	11.00	4,950.00
Guard Rail, Type 3	300 lin.ft.	22.50	6,750.00
Guard Rail Anchors, Type 1	12 only	325.00	3,900.00

Rail End Pieces, Type C	12 only	160.00	$ 1,920.00
Extra for Asphalt Approaches	5 only	200.00	1,000.00
Loose Riprap, Class 100	335 cu.yd.	20.00	6,700.00
Roadway Barricade	1 only	600.00	600.00
			$177,368.00

Anticipated Items

Permanent Pavement Striping	All Required		$ 900.00
Roadside Seeding and Mulching	All Required		1,000.00
			$ 1,900.00
	Subtotal		$179,268.00
	Engineering		24,201.00
	Total		$203,469.00

Type Code X081
Bridge No. 13647B (Sta. 2+42 - Sta. 3+50)

Mobilization	All Required (23%)		$ 11,040.00
Temporary Bridge Rail, Reflectorized	113 lin.ft.	15.00	1,695.00
Bridge Removal Work - Bridge No. 13647A	All Required		11,000.00
Structure Excavation	180 cu.yd.	18.00	3,240.00
Furnish Pile Driving Equipment	All Required (30%)		4,500.00
Furnish HP 10x42 Steel Piling	240 lin.ft.	23.00	5,520.00
Drive Steel Piles	240 lin.ft.	1.00	240.00
Structural Concrete, Class 3300	All Required (47%)		13,630.00
7'-8" x 108' Prestressed Bulb Tees	4 only	13,500.00	54,000.00
Reinforcement	All Required (48%)		3,744.00
Structural Steel	All Required		3,800.00
Metal Rail with Tubing	237 lin.ft.	42.00	9,954.00
			$122,363.00

Type Code X081
Bridge No. 13648B (Sta. 4+88.50 to Sta. 5+72.50)

Mobilization	All Required (19%)		$ 9,120.00
Temporary Bridge Rail, Reflectorized	87 lin.ft.	15.00	1,305.00
Alterations to Bridge No. 13648A	All Required		3,000.00
Structure Excavation	175 cu.yd.	18.00	3,150.00
Furnish Pile Driving Equipment	All Required (30%)		4,500.00
Furnish HP 10x42 Steel Piling	230 lin.ft.	23.00	5,290.00
Drive Steel Piles	230 lin.ft.	1.00	230.00
Structural Concrete, Class 3300	All Required (12%)		3,480.00
4' x 80'/85' Prestressed Slabs	7 only	9,100.00	63,700.00
Reinforcement	All Required (17%)		1,326.00
Metal Rail with Tubing	175 lin.ft.	42.00	7,350.00
			$102,451.00

Oregon State Highway Division
Salem, Oregon, April 23, 1980

Federal-Aid Project
No. RS-A756(1)

Type Code X081
Bridge No. 13650B (Sta. 2+82 to Sta. 4+20)

Mobilization	All Required (24%)		$ 11,520.00
Bridge Removal Work - Bridge No. 13650A	All Required		7,000.00
Structural Excavation	45 cu.yd.	18.00	810.00
Furnish Pile Driving Equipment	All Required (40%)		6,000.00
Furnish HP 10x42 Steel Piling	450 lin.ft.	23.00	10,350.00
Drive Steel Piles	450 lin.ft.	1.00	450.00
Structural Concrete, Class 3300	All Required (41%)		11,890.00
4' x 65'/70' Prestressed Slabs	14 only	4,600.00	64,400.00
Reinforcement	All Required (35%)		2,730.00
Metal Rail with Tubing	288 lin.ft.	42.00	12,096.00
			$127,246.00
	Structures		$352,060.00

Anticipated Item

Temporary Erosion Control	All Required	$ 1,000.00
		$ 1,000.00
	Subtotal	$353,060.00
	Engineering	47,663.00
	Total	$400,723.00

Length of Project - - - Structures	0.063	Mile
Roadway	0.282	Mile
Total Length	0.345	Mile

Cost of Roadway Per Mile - - - - - - $721,521.27

SUMMARY OF FUNDS (85.77%)

Description	Total Cost	Federal Funds	State Funds	County Funds
Preliminary Engineering	$ 34,700.00	$ 29,762.00	$ 2,469.00	$ 2,469.00
Archeological Salvage	500.00	428.00	36.00	36.00
Rights of Way	5,000.00	4,288.00	356.00	356.00
Roadway	203,469.00	174,515.00	14,477.00	14,477.00
Structures	400,723.00	343,700.00	28,511.00	28,512.00
Totals	$644,392.00	$552,693.00	$45,849.00	$45,850.00

Group 1 - 100%
Contract No. 9115
Prefix: 505-1934
505-1093

ROCK CREEK BRIDGES (3)

Nonparticipating (State's Responsibility)

State Responsibility for Damages	All Required	$	500.00

State Copy

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 1-31		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Columbia
MODIFICATION NUMBER 1		Project Number RS-A 756(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 8, 1978, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 13,200.00	$ 40,200.00
Federal funds	$ 11,320.00	$ 34,480.00
Other revisions		

This modification is made for the following reasons: To include approved funds under Supplemental Agreement with Oregon Bridge Engineering Co.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 8th day of January, 19 80.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

~~By~~ For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 927 494

Gen. File

Oregon State Highway Division
Salem, Oregon December 14, 1979

Federal Aid Project
No. RS-A756(1)

Rock Creek Bridges (3)

County Road in Columbia County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE

Preliminary Engineering (3 bridges on Keasey Road)

Preliminary Engineering (By State Forces)	All Required	$ 7,700.00
Preliminary Engineering (Consultant)	Only	27,000.00
	TOTAL	$34,700.00

Type Code Y070

Archeological Salvage	All Required	$ 500.00
	TOTAL	$ 500.00

Type Code ROW

Rights of Way	All Required	$ 5,000.00
	TOTAL	$ 5,000.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Preliminary Engineering	$ 34,700.00	$ 29,762.00	$ 2,469.00	$ 2,469.00
Archeological Salvage	500.00	429.00	35.50	35.50
Rights of Way	5,000.00	4,289.00	355.50	355.50
SUBTOTAL	$ 40,200.00	$ 34,480.00	$ 2,860.00	$ 2,860.00
Retain in Program				
PS&E Status	577,200.00	488,614.00	44,293.00	44,293.00
TOTAL	$617,400.00	$523,094.00	$ 47,153.00	$ 47,153.00

Group 1-100%
Prefix 505-1934

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 1-31

PROJECT REPORT NUMBER

MODIFICATION NUMBER 1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

1-8-80

State Oregon

County Columbia

Project Number RS-A756(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 8, 1978, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 13,200.00	$ 40,200.00
Federal funds	$ 11,320.00	$ 27,874.00
Other revisions		

This modification is made for the following reasons: To include approved funds under Supplemental Agreement with Oregon Bridge Engineering CO.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 8th day of January, 1980.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

XXX For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10 75)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon December 14, 1979

Federal Aid Project
No. RS-A756(1)

Rock Creek Bridges(3)
County Road in Columbia County

Revised Project Agreement Estimate

Type Code PE
Preliminary Engineering (3 bridges on Keasey Road)

Preliminary Engineering	All Required	$ 34,700.00
	Total	$ 34,700.00

Type Code Y070

Archeological Salvage	All Required	$ 500.00
	Total	$ 500.00

Type Code ROW

Rights of Way	All Required	$ 5,000.00
	Total	$ 5,000.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Preliminary Engineering	$ 34,700.00	$ 23,160.00	$ 5,770.00	$ 5,770.00
Archeological Salvage	500.00	424.00	38.00	38.00
Rights of Way	5,000.00	4,290.00	355.00	355.00
Retain in Program				
PS&E Status	577,200.00	495,220.00	40,990.00	40,990.00
Total	$617,400.00	$523,094.00	$47,153.00	$47,153.00

Group 1 - 100%
Prefix 505-1934

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 11-77	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 11-8-78	ate Oregon County Columbia Project No. RSA 756(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

County Road, Keasey Road

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	4-7-78	0.9
RIGHTS-OF-WAY	4-7-78	0.9
CONSTRUCTION	4-7-78	0.9
OTHER *(Specify)*		

FUNDS Pro Rata 35.8%

ESTIMATED TOTAL COST OF PROJECT $ 13,200.00	FEDERAL FUNDS $ 11,320.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Technical Services Engineer
(Title)
XX For: H. S. Coulter
State Highway Engineer
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: G. L. Green
Date executed by Division Administrator

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

File

Oregon State Highway Division
Salem, Oregon October 25, 1978

Federal Aid Project
No. RSA 756(1)

Rock Creek Bridges (3)
County Road in Columbia County

Project Agreement Estimate

Type Code P.E.
Preliminary Engineering (3 bridges on Keasey Road)

Preliminary Engineering	All Required	$7,700.00
	TOTAL	$7,700.00

Type Code Y070

Archeological Salvage	All Required	$ 500.00
	TOTAL	$ 500.00

Type Code ROW

Rights of Way	All Required	$5,000.00
	TOTAL	$5,000.00

Summary of Funds

Description	Total Cost	Fed. Funds	State Funds	County Fund
Preliminary Engineering	$ 7,700.00	$ 6,606.00	$ 547.00	$ 547.00
Archeological Salvage	500.00	424.00	38.00	38.00
Rights of Way	5,000.00	4,290.00	355.00	355.00
Retain in PS&E Status	577,200.00	495,220.00	40,990.00	40,990.00
TOTAL	$590,400.00	$506,540.00	$41,930.00	$41,930.00

Group 1	100%
Prefix	505-1934
Prorata	85.8%

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION Rock Creek Bridges	WEEK ENDING October 18, 1980
		SECTION PREFIX 505-1093
	HIGHWAY FAS-A756 (Keasey Road)	COUNTY Columbia
NAME OF JOB Rock Creek Bridges	KIND OF WORK Grading, paving and structures	
CONTRACTOR Hamilton Contruction Co.	CONTRACT NUMBER 9115	FEDERAL AID PROJECT NUMBER RS-A756(1)
DATE OF CONTRACT April 16, 1980	DATE WORK STARTED June 18, 1980	ESTIMATED COMPLETION DATE N/A
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 2 SUPERVISION: 1	SPECIFIED WORK DAYS N/A SPECIFIED CALENDAR DAYS N/A	WORK DAYS USED N/A CALENDAR DAYS USED N/A
PROJECT AUTHORIZATION: $ 604,759.78	SPECIFIED COMPLETION DATE October 31, 1980	PERCENT OF TIME ELAPSED 93%
EXCLUSIVE OF ENGINEERING: $ 556,805.26	ENGINEERING AUTHORIZATION $ 47,954.52	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 572,000.00	ENGINEERING COST TO DATE $ 45,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 101.5%
ESTIMATED PERCENT: OVERRUN 2.7%	PERCENT OF AUTHORIZATION 94%	DATE PROJECT WAS COMPLETED: October 14, 1980

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100%		100%	100%	100%			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.30	0.30			0.37
MILES PARTIALLY COMPLETED	0.30	0.30			0.37
MILES COMPLETED	0.30	0.30			0.37
TOTAL ESTIMATED QUANTITIES (CONTRACT)	2,815 C.Y.	3,475 T.			1,200 T.
TOTAL QUANTITIES CORRECTED TO DATE	3,300 C.Y.	4,456 T.			1,554 T.
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	3,300 C.Y.	4,456 T.			1,554 T.
AVERAGE DAILY QUANTITIES	-0-	289 T.			-0-
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	-0-	-0-			-0-
NUMBER OF SHIFTS PER DAY	-0-	1			-0-
HOURS PER SHIFT	-0-	8			-0-

EQUIPMENT USED DURING THE WEEK: John Deere grader, Case backhoe, 2 pickups, small roller, 4 dump trucks, transport truck, hand tools.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	13647B	13648B	13650B					
PERCENT	100%	100%	100%					

	Oct.	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	12	Rain	N/A		
MONDAY	13	Rain	N/A		
TUESDAY	14	Foggy to Fair	N/A		
WEDNESDAY	15	Fair	N/A		
THURSDAY	16	Fair	N/A		
FRIDAY	17	Fair	N/A		
SATURDAY	18	Fair	N/A		

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 12	No Activity.
MONDAY 13	Bridge #1 - Cleanup of grass and rock. Placing and compacting shoulder base rock and at the driveways. Bridge #2 - Placing and compacting shoulder base rock. Bridge #3 - Placing and compacting shoulder base rock.
TUESDAY 14	Bridges 1-3 - Completed all cleanup and fill dressup and shoulder rock placement and compaction at all sites.
WEDNESDAY 15	No Activity.
THURSDAY 16	No Activity.
FRIDAY 17	No Activity.
SATURDAY 18	No Activity.

REMARKS

Project complete on Tuesday October 14, 1980.

This is final weekly report to be submitted for this project.

SIGNED Gary R. Gilliam LOCATION Eugene, Oregon

Gary R. Gilliam, OBEC Consulting Engineers

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

9115

CON 5

DATE: July 7, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey
Ass't. State Hwy. Engr.

SUBJECT: Notification Contract Work Started
Federal-aid Project Number
RS-A756(1)

Contract 9115, Work Started June 10, 1980 – different

Project Rock Creek Bridges

Highway FAS A756 (Keasey Rd.)

County Columbia

RDC:mk

cc: R. D. Church

March 28, 1980

CON 4

Columbia County
Board of Commissioners
Courthouse
St. Helens, Oregon 97501

Attn: Mr. Sam Hollinger
County Roadmaster

Gentlemen:

On March 27, 1980 a satisfactory bid was received from Hamilton Construction Co., P.O. Box 659, Springfield, Oregon 97477 for the 3 Rock Creek Bridges on Keasey Road, FAS A756. The advance deposit based on the anticipated constructon cost of their bid is as follows:

Bid Items	$329,428.00
Temporary Erosion Control	$ 1,000.00
Permanent Pavement Striping	500.00
Roadside seeding and mulching	1,000.00
State Responsibility for damages	500.00
7 1/2% Contingencies	[illegible],?77.2?
Engineering	[illegible]
ESTIMATED CONSTRUCTION COST	$[illegible],759.78
Est. P.E. Costs	[illegible]
ESTIMATED PROJECT COST	[illegible]

Advance Deposit will be [illegible] of $[illegible] = $37,[illegible].59
Less P.E. Advance Deposit 2,504.00
$35,031.59

By rounding the County's Advance Deposit will be [illegible].

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than April 18, 1980.

The attached sheet defines the three options for making your advance deposit. Please select the option you desire and submit your advance deposit in accordance with the instructions.

Very truly yours,

D. E. Swan
Operation Programming Engineer

HR:pf

bcc w/AD # 752: Region II Federal Aid Engineer, Jon Rose
Vern Skoog - Please return completed AD # 752 when check is received.

Section Rock Creek Bridges (3) Programming Estimate $ 608,[illegible]
Highway FAS A756 (Keasey Road) Project Length –
County [illegible]
Completion Time NLT Oct. 31, '80
Kind of Work Grading, Paving & Structures Est. Comp. Date Oct. 31, '80
Prefix [illegible] Letting Date Mar. 27, '80 Project No. RS-A756(1)

ESTIMATED CONSTRUCTION AUTHORIZATION 517,661.00 $ ~~493,716.00~~ Alt. I

Estimated Contract Amount . . . . $ ~~501,366.00~~ Alt. II 527,553.50

ROUTING SLIP—DEPT. OF TRANSPORTATION Date: 3-26-80

Director
Chief of Operations
Asst. Dir.-Administration
Asst. Dir.-Transportation Policy & Program Develop.
Accounting (Highway)
Administrative Services
Chief Counsel
Commission Services
Construction
Data Processing (Trans. Bldg.)
Employee Development
Engineering (Design)
Environmental
Equipment Shops & Storeroom
Finance (DOT)
FHWA

General Files
General Services (DOT)
Information Systems (Lana Ave.)
Labor Relations
Landscape
Library
Location
Mail Room
Maintenance
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photocopy
Proj. Mgmt. & Operations Planning

Public Affairs
Public Transit
Radio
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
Structures
Technical Services Engineer
Traffic Support Services
Transportation Policy & Program Development
Travel Information
Utilities
Metropolitan
[✓ Region Number M]
District Number

ATTENTION: Jon Rose

FROM: KR

COMMENTS:
Just got this today. This estimate is approx 30,000 larger than the earlier one

Form 731-0022 (7/78) SP*70682-734

900
1,000
1,000 $ 3,400.00
500

[illegible],061.00 Alt. II
Alt II $ ~~497,116.00~~ Alt
Subtotal 53[illegible],153.50 $ 504,766.00 Alt
Contingencies (4-1/2%) . . . . 23,44[illegible] 22,370.22 Alt
23,3[illegible] 22,714.47 Alt
Engineering (8,(9,)10%) . . . . 46,3[illegible] 44,740.44 Alt
47,7[illegible] 45,[illegible] Alt. I
Subtotal – $

Credit for . . . .

Estimated Net Authorization, Construction . . . $ 5[illegible]1,404.[illegible] Alt
$ 5[illegible]4,226.[illegible] Alt
572,909.44 Alt
602,[illegible].23 Alt

	Alt. #1	Alt #2
	$591,404.24	$602,632.23
Est PE Cost	28,000.00	28,000.00
Project Cost	619,404.24	630,632.23
County 6% share	37,164.25	37,837.93
Less PE. Ad. Deposit	2534.00	2534.00
Est. Advance Dep.	$34,630.25	$35,303.93

APPROVED

Road Design Engineer

Section Rock Creek Bridges (3) Programming Estimate $ 608,000

Highway FAS A756 (Keasey Road) Project Length –

County [illegible] Completion Time NLT Oct. 31, '80

Kind of Work Grading, [illegible] Structures Est. Comp. Date Oct. 31, '80

Prefix [illegible] Letting Date Mar. 27, '80 Project No. RS-A756(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

517,661^{00}

$ ~~493,716~~^{00} Alt. "A"

Estimated Contract Amount . . . . $ ~~501,366~~^{00} Alt. "B"

527,553^{50}

Anticipated Additional Items:

Royalty Payment.		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping.	900	
Temporary Pavement Striping.		
Remove Pavement Striping (Exist. & Temp.) . . .		
Temporary Erosion Control	1,000	
State Furnished ______		
Roadside Seeding & Mulching	1,000	$ 3,400^{00}
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages.	500	
Signal Controller Testing (Engineering)		
Bikeway Signs		
Furnish Mailbox Posts		
Adjust Utilities:		
______		
______		
______		
______		
______		

		5[illegible],061^{00}	Alt. A
	Alt. B	$ 497,116^{00}	Alt
Subtotal	5[illegible],953^{50}	$ 504,766^{00}	Alt
Contingencies (4-1/2%)	23,447^{75}	22,370^{22}	Alt.
	23,[illegible]	22,714^{47}	Alt. "B"
Engineering (8, [✓ 9,] 10%)	46,[illegible]	44,740^{44}	Alt. "A"
	47,7[illegible]	45,428^{24}	Alt. B
Subtotal –		$	
Credit for ______		[illegible]	Alt.
Estimated Net Authorization, Construction . . .		591,404^{24}	
		$ 564,226	Alt
		572,909^{44}	Alt
		602,632^{23}	Alt

	Alt. #1	Alt #2
Estimated Net Authorization, Construction	$591,404.24	$602,632.23
Est PE Cost	28,000.00	28,000.00
Project Cost	619,404.24	630,632.23
County 6% share	37,164.25	37,837.93
Less PE. Ad. Deposit	2534.00	2534.00
Est. Advance Dep.	$34,630.25	$35,303.93

APPROVED

______

Road Design Engineer

OREGON STATE HIGHWAY DIVISION
~~SUMMARY~~--~~BID-SCHEDULE~~--COST ESTIMATE

Sheet 1 of 4
Date Jan. 17, '80

Section Rock Creek Bridges
County Columbia
Kind Of Work Grading, Paving & Structures
Length -
Name Bricher

No	Item	Code	Unit	Quant.	Unit Cost	Total
	ALTERNATE A					
1	Mobilization		All	All	(7%-)	43,000 ~~42,000~~
2	Temporary Protection and Direction of Traffic		All	All	-	6,000
3	Temporary Signs		Sq. Ft.	424	9-	3,816
4	Temporary Continuous Rail Traffic Barriers, Reflectorized		Lin. Ft.	75	8-	600
5	Temporary Continuous Rail Traffic Barriers, Lighted		Lin. Ft.	600	10-	6,000
6	Temporary Bridge Rail, Reflectorized		Lin. Ft.	175	8-	1,400
7	Flagmen		Hour	240	22- 18-	5,2[illegible] 4,320
	ROADWORK					
8	Clearing and Grubbing		All	All	-	6,000
9	Removal of Pavement		Sq. Yd.	1,870	2- ~~4-~~	3,74[illegible] ~~7,480~~
10	Embankment in Place		Cu. Yd.	2,815	11- ~~9-~~	[illegible] ~~25,335~~
11	1"-0 Aggregate Base		Ton	3,200	[illegible] 10-	[illegible] 32,000
12	Class "C" Asphalt Concrete		Ton	1,150	[illegible] 32-	[illegible] 36,800
13	Guard Rail, Type 2A		Lin. Ft.	450	20- 17-	[illegible] 7,650
14	Guard Rail, Type 3		Lin. Ft.	300	[illegible] 30-	[illegible] 9,000
15	Guard Rail Anchors, Type 1		Each	12	[illegible] 300-	[illegible] 3,600
16	Rail End Pieces, Type C		Each	12	[illegible] 150-	[illegible] 1,800
17	Extra for Asphalt Approaches		Each	5	[illegible] 250-	[illegible] 1,250

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID-SCHEDULE--COST ESTIMATE

Sheet 2 of 4
Date Jan. 17, '80

Section Rock Cr. Bridges
County Columbia
Kind Of Work Grading, Paving & Structures Length –
Name Bricher

No	Item	Code	Unit	Quant.	Unit Cost	Total
18	Loose Riprap, Class 100		Cu. Yd.	325	23 ~~25~~	7,475 ~~8,125~~
19	Roadway Barricade		Each	1	125 800	125 800
					sub T	~~129~~,840
	STRUCTURES					
20	Alterations to Bridge No. 13647A		All	All	-	6,000
21	Alterations to Bridge No. 13648A		All	All	-	4,000
22	Bridge Removal Work - Bridge No. 13650A		All	All	-	10,000
23	Structure Excavation		Cu. Yd.	300	27.50	8,250
24	Furnish Pile Driving Equipment		All	All	-	7,000
25	Furnish HP 10×42 Steel Piling		Lin. Ft.	680	16	10,880
26	Drive Steel Piles		Lin. Ft.	680	2	1,360
27	Structural Concrete, Class 3300 (138 C.Y. @ $275)		All	All	-	37,950
28	Structural Concrete, Class 4500 (65 C.Y. @ $340)		All	All	-	22,100
29	4' × 65'/70' Prestressed Slabs		Each	14	3,700	51,800
30	4' × 80'/85' Prestressed Channels		Each	7	7,700	53,900
31	Reinforcement (30,000 lbs. @ 0.55)		All	All	-	16,500
32	Structural Steel (20,000 lbs @ 1.75)		All	All	-	35,000
33	Metal Rail with Tubing		Lin. Ft.	625	40	25,000

OREGON STATE HIGHWAY DIVISION
SU RY—BID-SCHEDULE—COST ESTIMAT

Sheet 2 of 4
Date Jan. 17, '80

ection Rock Creek Bridges
County Columbia
nd Of Work Grading, Paving & Structures
Length -
Name Bricher

	Item	Code	Unit	Quant.	Unit Cost	Total
	ALTERNATE B					
4	Mobilization		All	All	(9%)	44,000- 42,000-
5	Temporary Protection and Direction of Traffic		All	All	-	5,000-
6	Temporary Signs		Sq. Ft.	424	9-	3,816-
7	Temporary Continuous Rail Traffic Barriers, Reflectorized		Lin. Ft.	75	8-	600-
8	Temporary Continuous Rail Traffic Barriers, Lighted		Lin. Ft.	600	10-	6,000-
9	Temporary Bridge Rail, Reflectorized		Lin. Ft.	200	8-	1,600-
10	Flagmen		Hour	240	22- 18-	5,280 4,320
	ROADWORK					
1	Clearing and Grubbing		All	All	-	6,000
2	Removal of Pavement		Sq. Yd.	1,870	2- 4-	3,740 7,480
3	Embankment in Place		Cu. Yd.	2,815	11- 9-	30,965- 25,335
4	1"-0 Aggregate Base		Ton	3,475	13.50 10-	46,912 34,750
5	Class "C" Asphalt Concrete		Ton	1,200	38- 32-	45,600 38,400
6	Guard Rail, Type 2A		Lin. Ft.	450	20- 17-	9,000 7,650
7	Guard Rail, Type 3		Lin. Ft.	300	35 30-	10,500- 9,000-
8	Guard Rail Anchors, Type 1		Each	12	350 300-	4,200 3,600-
9	Rail End Pieces, Type C		Each	12	100 150-	1,200 1,800-
0	Extra for Asphalt Approaches		Each	5	[illegible] 250-	[illegible] 1,250-

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 4
Date Jan. 17, '80

ection Rock Cr. Bridges
County Columbia
ind Of Work Grading, Paving & Structures
Length -
Name Bricher

lo	Item	Code	Unit	Quant.	Unit Cost	Total
1	Loose Riprap, Class 100		Cu. Yd.	335	23- 25-	7,705 8,375
2	Roadway Barricade		Each	1	125 800-	125 800-
	STRUCTURES					
3	Bridge Removal Work - Bridge No. 13647A		All	All	-	5,000-
4	Alterations to Bridge No. 13648A		All	All	-	4,000-
5	Bridge Removal Work - Bridge No. 13650A		All	All	-	10,000-
6	Structure Excavation		Cu. Yd.	400	25-	10,000-
7	Furnish Pile Driving Equipment		All	All	-	7,000-
8	Furnish HP 10x42 Steel Piling		Lin. Ft.	920	16-	14,720-
9	Drive Steel Piles		Lin. Ft.	920	2-	1,840-
0	Structural Concrete, Class 3300 (127 C.Y. @ $275)		All	All	-	34,925
1	4' x 65'/70' Prestressed Slabs		Each	14	3,700-	51,800
2	4' x 80'/85' Prestressed Channels		Each	7	7,700-	53,900
3	7'-8" x 108' Prestressed Bulb Tees		Each	4	15,375-	61,500
4	Reinforcement (14,300 lbs. @ 0.55)		All	All	-	7,865-
5	Structural Steel (1,600 lbs @ 1.90)		All	All	-	3,040
	Metal Rail with Tubing		Lin. Ft.	700	40-	28,000

Section Oak Creek Bridge Programming Estimate $ 573,000

Highway FAS A756 (Keeney Road) Project Length -

County Columbia Completion Time NLT Oct. 31, '80

Kind of Work Grading, Paving & Structures Est. Comp. Date Oct. 31, '80

Prefix 525- 1934 Letting Date Mar 27, '80 Project No. RS-A756(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

ract Amount	$ 493,716.00 Alt. "1" $ 501,366.00 Alt. "2"
. .	900
. .	1,000
.	1,000
.	500
	$ 3,400.00
Subtotal	$ 497,116.00 Alt. "1" $ 504,766.00 Alt. "2"
Contingencies (4-1/2%)	22,370.22 Alt. "1" 22,714.47 Alt. "2"
Engineering (8, [✓ 9], 10%)	44,740.44 Alt. "1" 45,428.94 Alt. "2"
~~Subtotal~~	$
Credit for	
Estimated Net Authorization, Construction	$ 564,226.22 Alt. "1" 572,909.41 Alt. 2

Riv. 1

ROUTING SLIP—DEPT. OF TRANSPORTATION Date: 3-3-80

Director
Chief of Operations
Asst. Dir.-Administration
Asst. Dir.-Transportation Policy & Program Develop.
Accounting (Highway)
Administrative Services
Chief Counsel
Commission Services
Construction
Data Processing (Trans. Bldg.)
Employee Development
Engineering (Design)
Environmental
Equipment Shops & Storeroom
Finance (DOT)
FHWA
General Files
General Services (DOT)
Information Systems (Lane Ave.)
Labor Relations
Landscape
Library
Location
Mail Room
Maintenance
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photocopy
Proj. Mgmt. & Operations Planning
Public Affairs
Public Transit
Radio
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
Structures
Technical Services Engineer
Traffic Support Services
Transportation Policy & Program Development
Travel Information
Utilities
Metropolitan
[✓ Region Number M]
District Number

ATTENTION: Jon Rose

FROM: HR

COMMENTS: Please inform the county.

Form 731-0022 (7/78) SP*70682-734

	564,226.22	572,909.41 Alt 2
Est. PE Cost	33,000.00	33,000.00
Est. Project Cost	597,226.22	[illegible],909.41
County share is 6%	35,533.57	36,054.56
Less PE Advance	2,534	2,534.00
Est. Additional Advance	33,299.[illegible]	33,520.56

APPROVED

Road Design Engineer

Section Rock Creek Bridges Programming Estimate $ 573,000
Highway FAS A756 (Keasey Road) Project Length -
County Columbia Completion Time NLT Oct. 31, '80
Kind of Work Grading, Paving & Structures Est. Comp. Date Oct. 31, '80
Prefix 505- 1934 Letting Date Mar. 27, '80 Project No. RS-A756(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ $493,716^{00}$ Alt. "1" $ $501,366^{00}$ Alt. "2"
Anticipated Additional Items:		
Royalty Payment.		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping.	900	
Temporary Pavement Striping.		
Remove Pavement Striping (Exist. & Temp.) . . .		
Temporary Erosion Control	1,000	
State Furnished ______		
Roadside Seeding & Mulching	1,000	$ $3,400^{00}$
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages	500	
Signal Controller Testing (Engineering)		
Bikeway Signs		
Furnish Mailbox Posts		
Adjust Utilities:		
Subtotal		$ $497,116^{00}$ Alt. "1 $ $504,766^{00}$ Alt. "2
Contingencies (4-1/2%)		$22,370^{22}$ Alt. "1 $22,714^{47}$ Alt. "2
Engineering (8, [✓ 9,] 10%)		$44,740^{44}$ Alt. "1 $45,428^{94}$ Alt. "2"
~~Subtotal~~		$
Credit for ______		
Estimated Net Authorization, Construction		$ $564,226^{22}$ Alt. 1 $572,909^{41}$ Alt 2

APPROVED

6,054.56

Road Design Engineer

Rev. 5/70

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 4
Date Jan. 17, '80

Section Rock Creek Bridges
County Columbia
Kind Of Work Grading, Paving & Structures
Length -
Name Bricher

No	Item	Code	Unit	Quant.	Unit Cost	Total
	ALTERNATE 1					
1	Mobilization		All	All	-	42,000-
2	Temporary Protection and					
	Direction of Traffic		All	All	-	6,000-
3	Temporary Signs		Sq. Ft.	424	9-	3,816-
4	Temporary Continuous Rail					
	Traffic Barriers, Reflectorized		Lin. Ft.	75	8-	600-
5	Temporary Continuous Rail					
	Traffic Barriers, Lighted		Lin. Ft.	600	10-	6,000-
6	Temporary Bridge Rail, Reflectorized		Lin. Ft.	175	8-	1,400-
7	Flagmen		Hour	240	18-	4,320-
	ROADWORK					
8	Clearing and Grubbing		All	All	-	6,000-
9	Removal of Pavement		Sq. Yd.	1,870	4-	7,480-
10	Embankment in Place		Cu. Yd.	2,815	9-	25,335-
11	1"-0 Aggregate Base		Ton	3,200	10-	32,000-
12	Class "C" Asphalt Concrete		Ton	1,150	32-	36,800-
13	Guard Rail, Type 2A		Lin. Ft.	450	17-	7,650-
14	Guard Rail, Type 3		Lin. Ft.	300	30-	9,000-
15	Guard Rail Anchors, Type 1		Each	12	300-	3,600-
16	Rail End Pieces, Type C		Each	12	150-	1,800-
17	Extra for Asphalt Approaches		Each	5	250-	1,250-

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 4
Date Jan. 17, '80

Section Rock Cr. Bridges
County Columbia
Kind Of Work Grading, Paving & Structures
Length -
Name Bricher

No	Item	Code	Unit	Quant.	Unit Cost	Total
18	Loose Riprap, Class 100		Cu. Yd.	325	25	8,125-
19	Roadway Barricade		Each	1	800	800-
	STRUCTURES					
20	Alterations to Bridge No. 13647A		All	All	-	6,000-
21	Alterations to Bridge No. 13648A		All	All	-	4,000-
22	Bridge Removal Work - Bridge No. 13650A		All	All	-	10,000-
23	Structure Excavation		Cu. Yd.	300	27^{50}	8,250-
24	Furnish Pile Driving Equipment		All	All	-	7,000-
25	Furnish HP 10x42 Steel Piling		Lin. Ft.	680	16-	10,880-
26	Drive Steel Piles		Lin. Ft.	680	2-	1,360-
27	Structural Concrete, Class 3300 (138 C.Y. @ $275)		All	All	-	37,950-
28	Structural Concrete, Class 4500 (65 C.Y. @ $340)		All	All	-	22,100-
29	4' x 65'/70' Prestressed Slabs		Each	14	3,700-	51,800-
30	4' x 80'/85' Prestressed Channels		Each	7	7,700-	53,900-
31	Reinforcement (30,000 lbs. @ 0^{55})		All	All	-	16,500-
32	Structural Steel (20,000 lbs @ 1^{75})		All	All	-	35,000-
33	Metal Rail with Tubing		Lin. Ft.	625	40-	25,000-

EGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 3 of 4
Date Jan. 17, '80

ection Rock Creek Bridges
County Columbia
ind Of Work Grading, Paving & Structures
Length -
Name Bricher

o	Item	Code	Unit	Quant.	Unit Cost	Total
	ALTERNATE 2					
34	Mobilization		All	All	-	42,000-
35	Temporary Protection and Direction of Traffic		All	All	-	5,000-
36	Temporary Signs		Sq. Ft.	424	9-	3,816-
7	Temporary Continuous Rail Traffic Barriers, Reflectorized		Lin. Ft.	75	8-	600-
8	Temporary Continuous Rail Traffic Barriers, Lighted		Lin. Ft.	600	10-	6,000-
9	Temporary Bridge Rail, Reflectorized		Lin. Ft.	200	8-	1,600-
0	Flagmen		Hour	240	18-	4,320-
	ROADWORK					
1	Clearing and Grubbing		All	All	-	6,000-
2	Removal of Pavement		Sq. Yd.	1,870	4-	7,480-
3	Embankment in Place		Cu. Yd.	2,815	9-	25,335-
4	1"-0 Aggregate Base		Ton	3,475	10-	34,750-
5	Class "C" Asphalt Concrete		Ton	1,200	32-	38,400-
	Guard Rail, Type 2A		Lin. Ft.	450	17-	7,650-
7	Guard Rail, Type 3		Lin. Ft.	300	30-	9,000-
9	Guard Rail Anchors, Type 1		Each	12	300-	3,600-
	Rail End Pieces, Type C		Each	12	150-	1,500-
	Extra for Asphalt Approaches		Each	5	250-	1,250-

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 4 of 4
Date Jan. 17, '80

Section Rock Cr. Bridges
County Columbia
Kind Of Work Grading, Paving & Structures
Length -
Name Bricher

No	Item	Code	Unit	Quant.	Unit Cost	Total
1	Loose Riprap, Class 100		Cu. Yd.	335	25-	8,375-
52	Roadway Barricade		Each	1	800-	800-
	STRUCTURES					
53	Bridge Removal Work - Bridge No. 13647A		All	All	-	5,000-
4	Alterations to Bridge No. 13648A		All	All	-	4,000-
5	Bridge Removal Work - Bridge No. 13650A		All	All	-	10,000-
6	Structure Excavation		Cu. Yd.	400	25-	10,000-
7	Furnish Pile Driving Equipment		All	All	-	7,000-
8	Furnish HP 10x42 Steel Piling		Lin. Ft.	920	16-	14,720-
9	Drive Steel Piles		Lin. Ft.	920	2-	1,840-
0	Structural Concrete, Class 3300 (127 C.Y. @ $275)		All	All	-	34,925-
1	4'x 65'/70' Prestressed Slabs		Each	14	3,700-	51,800-
2	4'x 80'/85' Prestressed Channels		Each	7	7,700-	53,900-
3	7'-8" x 108' Prestressed Bulb Tees		Each	4	15,375-	61,500-
4	Reinforcement (14,300 lbs. @ 0.55)		All	All	-	7,865-
5	Structural Steel (1,600 lbs @ 1.90)		All	All	-	3,040-
	Metal Rail with Tubing		Lin. Ft.	700	40-	28,000-

```
                                  [illegible]  [illegible]  [illegible]   ( ) P 3
                                  [illegible]  1923   [illegible]   ( ) P 1
                                  [illegible]  1923   [illegible]   ( ) P 2
                                  505          1923   [illegible]   ( ) P 3
                                                      TOT   P1              83.[illegible]CR      83.[illegible]CR    11,[illegible]
                                                      TOT   P2              34.[illegible]CR      34.[illegible]      4,[illegible]
                                                      TOT   P3              [illegible]           [illegible]         3,[illegible]
                                                      TOT   M1                                                    [illegible]
                                                      TOT   M2                                                    [illegible]
                                                      TOT   M3                                                    [illegible]
                                                   ** JOB TOTALS **         143.15CR**            143.15CR**          19,[illegible]  **

                                                                                                                               STATE
ROCK CK BR KERSEY RD #110    CONT [illegible]   FA PROJ NOS [illegible] 7[illegible]001 1[illegible]
                                  [illegible]  1934   [illegible]   ( ) N 9      15,978.01CR           15,978.01CR         24,[illegible]CR
                                  [illegible]  [illegible]  [illegible]   ( ) N 9
                                  [illegible]  [illegible]  [illegible]   ( ) N 9      15,978.01             15,[illegible]      [illegible]
                                  [illegible]  [illegible]  [illegible]   ( ) P 1                            [illegible]         [illegible]
                                  [illegible]  [illegible]  [illegible]   ( ) P 1                            5,[illegible]       [illegible]
                                  [illegible]  [illegible]  [illegible]   ( ) P 1
                                  [illegible]  [illegible]  [illegible]   ( ) P 1      5.00                  154.04              1,[illegible]
                                  [illegible]  [illegible]  [illegible]   ( ) P 1
                                  [illegible]  [illegible]  [illegible]   ( ) P 1                            [illegible]         [illegible]
                                  [illegible]  [illegible]  [illegible]   ( ) P 1      53.18                 [illegible]         [illegible]
                                  [illegible]  [illegible]  [illegible]   ( ) P 1      [illegible]           [illegible]         [illegible]
                                  [illegible]  [illegible]  [illegible]   ( ) P 1
                                  505          1934   [illegible]   ( ) P 1
                                                      TOT   [illegible]     63[illegible]         6,[illegible]       [illegible]
                                                   ** JOB TOTALS **         639.54   **           6,41[illegible]  ** [illegible]  **

                                                                                                                               STATE
OCHOCO RNGR STA RD-OCHOCO HY  CONT [illegible]   * FA PROJ NOS [illegible] [illegible]001 1[illegible]
                                  [illegible]  [illegible]  [illegible]   ( ) N 9      4,290.00CR            4,290.00CR          [illegible]CR
                                  [illegible]  [illegible]  [illegible]   ( ) N 9
                                  [illegible]  [illegible]  [illegible]   ( ) N 9      4,290.00              4,290.00            [illegible]
                                  [illegible]  [illegible]  [illegible]   ( ) P 1                            5[illegible].71
                                  [illegible]  [illegible]  [illegible]   ( ) P 1
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TOTAL TO DATE JOB COST SUMMARY                                                    JANUARY 1980        PAGE 001
                                                                                     FISCAL             L[illegible]L
DESCRIPTION OF JOB OR DEPARTMENT   PREFIX         FUNCTION   OR   CURRENT MONTH     YEAR TO DATE
                                  [illegible]  [illegible]  [illegible]   ( ) P 1                                              [illegible]
                                  [illegible]  [illegible]  [illegible]   ( ) P 1                                              [illegible]
                                  [illegible]  [illegible]  [illegible]   ( ) P 1                          21.44               4,[illegible]
                                  [illegible]  [illegible]  [illegible]   ( ) P 1                                              [illegible]
                                  [illegible]  [illegible]  [illegible]   ( ) P 1                                              [illegible]
                                  [illegible]  [illegible]  [illegible]   ( ) P 1                                              1,[illegible]
                                  [illegible]  [illegible]  [illegible]   ( ) P 1                                              [illegible]
                                  [illegible]  [illegible]  [illegible]   ( ) P 1      14.07               14.07               1,[illegible]
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1115

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
A756(1)

STATE PROJECT NO.
See below

FROM:
G. L. Green, Division Administrator

PROGRAM NO.

ITEM NO.
80228

COUNTY NAME
Columbia

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

3/14/80
Orig

RECEIVED
STATE HWY ENGR
MAR 14 '80
REFER TO
Moehring
FOR

Info	Invest	[illegible]	[illegible]	Sign	Act	File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
4-7-78	3-5-80	Secondary A756
		STATE ROUTE NUMBER County Road

GENERAL LOCATION:
Rock Creek Bridges (3)

GENERAL DESCRIPTION OF WORK:
Advertise for bids

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☐ OTHER *(Specify)*
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I accept the certification of Mr. Rod Henry dated 2-27-80 that provisions of FHPM 7-5-1 have been complied with and you are now authorized to advertise for bids.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-5-80	G K Hessner	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1978-721-916

[illegible]   Columbia Co.

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 2/26/80
Donald R Root

~~8-23-79~~ 3-27-1980
~~July 26, 1979~~ Bid Letting ______ All Clear Deadline

SECTION Rock Creek Bridges
Highway FAS A756
County Columbia   Region 1
Type of Work Structures   Funds FAS-C
State __ Consultant ✓ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	☒	☐	☐	☐	☐	
Negative Declaration	☒	☐	☐	☐	☐	
Project Assessment	☐	☒	☐	☐	☒	
Write-off Letter	☒	☐	☐	☐	☐	
PERMITS:						
Division of State Lands	☐	☒	☐	☐	☐	
D.O.G.M.I.	☒	☐	☐	☐	☐	
Corps of Engineers	☐	☒	☐	☐	☐	
Coast Guard	☐	☐	☐	☐	☐	
Co. Conditional Use	☒	☐	☐	☐	☐	
NPS Air Pollution	☒	☐	☐	☐	☐	
NPS Water Pollution	☒	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	
CULTURAL:						
Cultural Survey	☐	☐	☐	☐	☐	
Cultural Salvage	☐	☐	☐	☐	☐	
NOISE:						
Noise Study	☐	☒	☐	☐	☒	State wide

①

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

Highway# 505
505-193A

Attention: Right-of-Way Section

Subject: Federal Aid Project No. RS-A756(1)
Project Name Rock Creek Bridges (3)
Keasey Road

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☒ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at St. Helens, , Oregon, this 6th day of February, 1980

County of Columbia

Robert M Hand
County Judge/Chairman

Marion Sahagian
Commissioner

E J Ahlborn
Commissioner

Certified By:

[illegible] Rolfe
Regional Right-of-Way Supervisor
Date 2-8-80

2/12/80 Copy to Wilson, Reynoldson

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/76

13647B
13648B
13650B
Not Incl

Date 7/2/79

From Metro JON ROSE

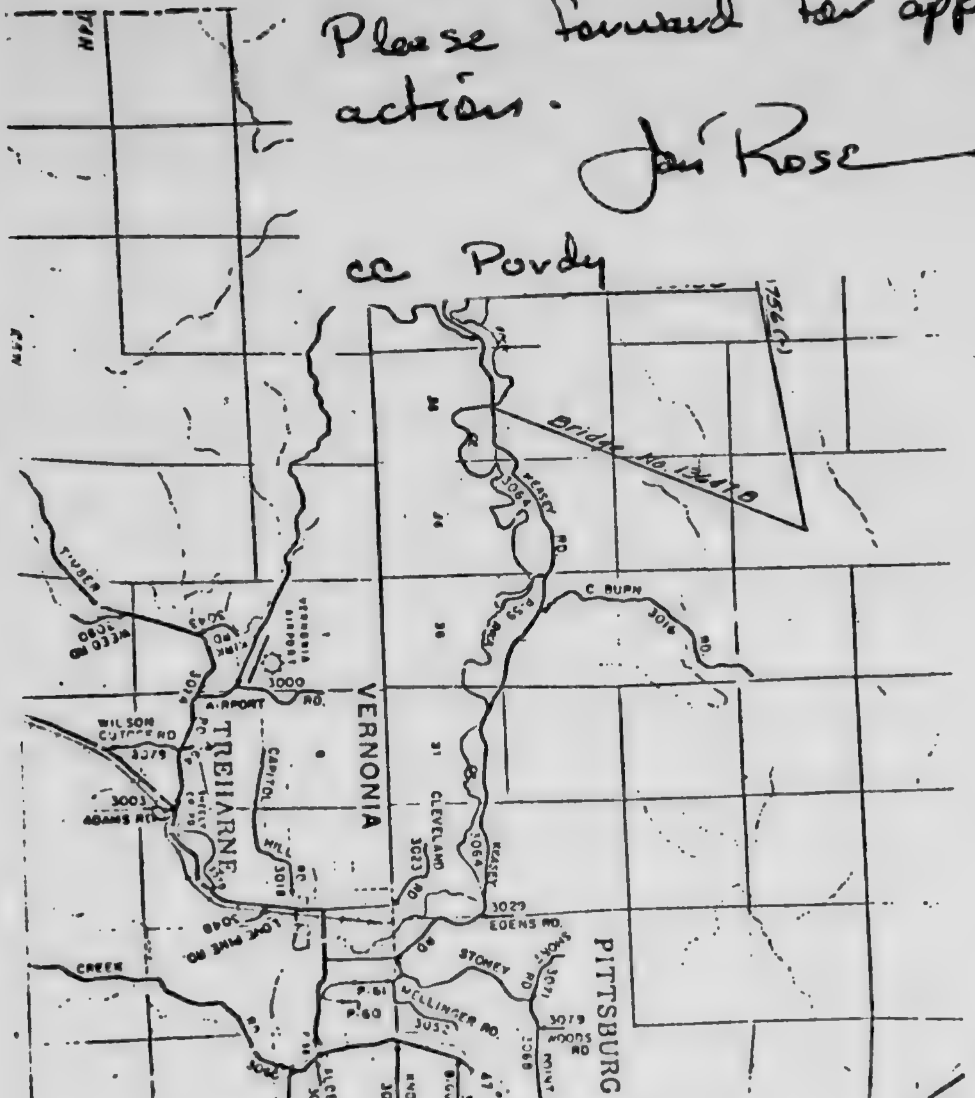
To BUZ SWAN

[✓ Program Mgmt.] Traffic Region 1

Comments: Columbia County has approved without comment the attached preliminary plans. Please forward for appropriate action.

Jon Rose

cc Purdy



Bridge No. 13647B
KEASEY RD
C BURN 3016 RD
VERNONIA
TREHARNE
PITTSBURG
AIRPORT RD
WILSON CUTOFF RD
ADAMS RD
CLEVELAND
EDENS RD
STONEY RD
MELLINGER RD
TIMBER
CREEK

STATE HIGHWAY DIVISION

PLANS FOR PROPOSED PROJECT

GRADING, PAVING & STRUCTURES

ROCK CREEK BRIDGES

FAS. A756 (KEASEY ROAD)

COLUMBIA COUNTY

APPROVED

COLUMBIA

SUBJECT TO C
FINAL DESIGN

PRELIMINARY C
SUBJECT TO CHA

To Structures
7/7/79

7115 Columbia Co.

OBEC CONSULTING ENGINEERS

June 18, 1979

Mr. Norm Henry
Final Design Section
Oregon Dept. of Transportation
State Transportation Building
Salem, Oregon 97310

Re: Rock Creek Bridge
No. 13650
OBEC Job No. 109-10

Dear Norm:

I am enclosing a marked-up print of the roadway at the north end of the above project.

The County Roadmaster agrees that removal of the existing roadway at this end of the project is a good idea, and we appreciate your willingness to make the necessary revisions on the tracing.

Very truly yours,

Willis G. Worcester
Project Engineer

WGW:seb
enclosure

REFERRED TO

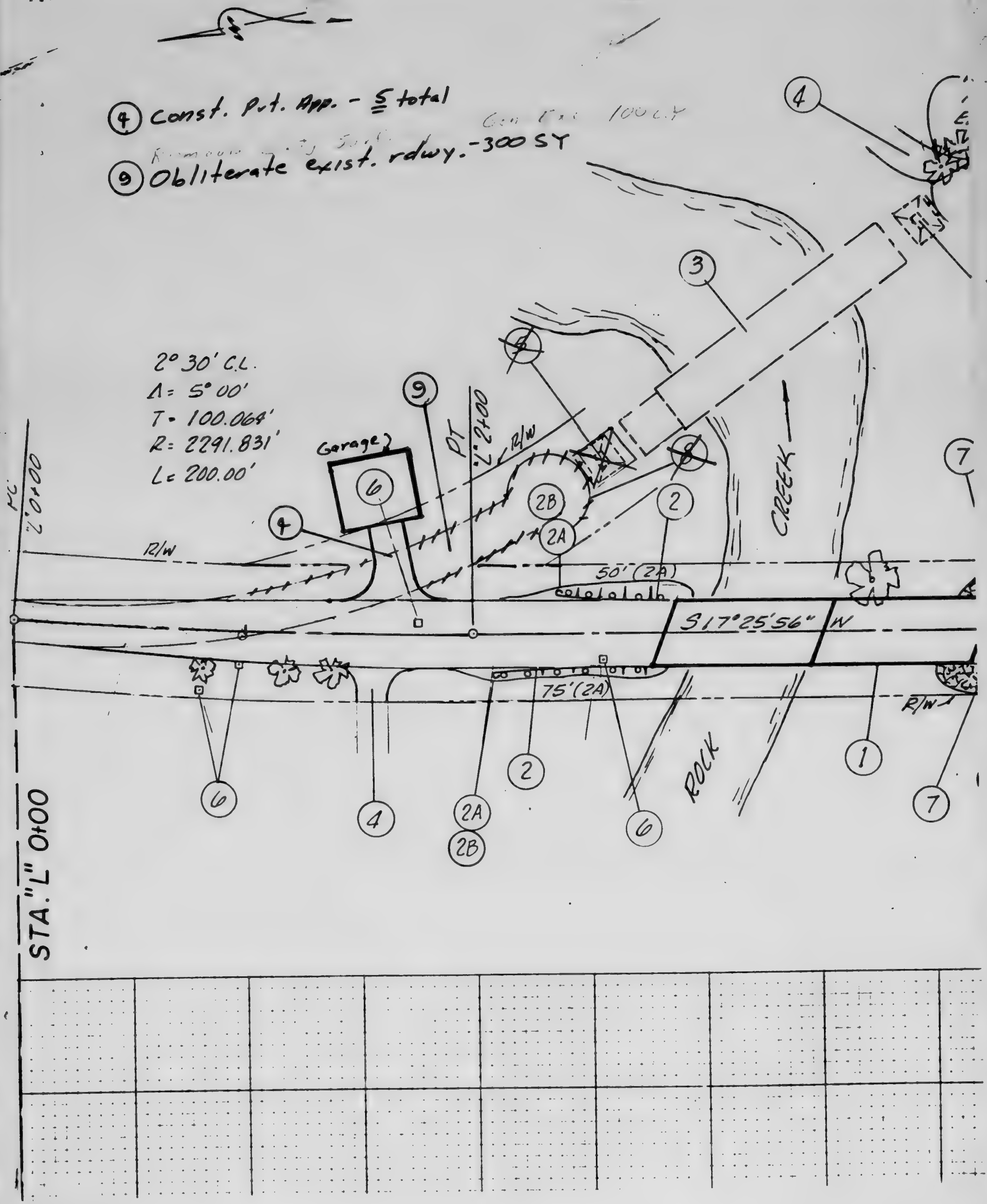
Return Discuss Do File Copy
BY FINAL DESIGN ENGINEER

Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
Tr[illegible]
Wekerlig

RECEIVED
JUN 20 1979
ROAD DESIGN SECTION

Do Not File
Return To
Bring
Action

P.O. BOX 72 • SPRINGFIELD, OREGON 97477 • (503) 746-9673



④ Const. Pvt. App. - 5 total

Gen. Exc. 100 C.Y

Remove unsuit. soil

⑨ Obliterate exist. rdwy. -300 SY

2° 30' C.L.
Δ = 5° 00'
T = 100.064'
R = 2291.831'
L = 200.00'

④
③
⑨
Garage
⑥
PT
"L" 2+00
R/W
⑧
⑧
2B
2A
②
CREEK
⑦
PC
"L" 0+00
R/W
④
50' (2A)
S17°25'56" W
75' (2A)
R/W
⑥
④
2A
2B
②
⑥
ROCK
①
⑦
STA. "L" 0+00

OBEC **CONSULTING ENGINEERS**

June 15, 1979

Mr. Walter J. Hart
Structural Design Engineer
Department of Transportation
328 Transportation Building
Salem, Oregon 97310

Re: Rock Creek Bridges
County Roads
Bridges 13647B, 13648B, and 13650B
Columbia County

Transmitted with this letter are the full-size mylar tracings for the subject project, together with a copy of the engineer's estimate of cost. Draft specifications are also enclosed.

We have made all of the changes that were shown on the review prints that were returned to us with your letter of May 30, 1979, except for the addition of transverse diaphragm beams to the channel sections for Bridge 13648B. We have alway considered these sections to be analagous to a T-beam, and, according to AASHTO 1.6.23(c), diaphragms are recommended but not required. Our past experience has been that these sections perform satisfactorily without diaphragms and we would prefer to omit them.

This project could be bid on July 26, 1979, if all of the other requirements have been satisfied.

Very truly yours,

L. F. Pierce
Chief Engineer

LFP:seb
enclosures

cc: Jay Ahlborn
Jon Rose
David Moehring

P.O. BOX 72 • SPRINGFIELD, OREGON 97477 • (503) 746-9673

7115

Prefix: 505-1934 Columbia Co.

STATE OF OREGON **INTEROFFICE MEMO**

Metro Technical Services 238-8231
DEPT. TELEPHONE

TO: J. H. VERSTEEG
Design Engineer - Salem

DATE: 21
May 17, 1979

FROM: MAX J. KLOTZ
Metro Technical Services Engineer

SUBJECT: Rock Creek Bridges Section
Keasey Road
Columbia County

O.B.E.C., the consulting engineer hired by Columbia County to do the engineering on this section, has submitted his plan drafts to Walt Hart for review prior to finalization. I assume Walt will forward the grading portion of the plans to you for review and comment.

Earl Purdy has been assigned as field monitor to work with O.B.E.C. on this project. In keeping with this role Earl has reviewed a set of O.B.E.C.'s plans and prepared his comments in letter form. I am forwarding those comments to you for incorporating in your response.

pq

cc Walt Hart
Earl Purdy

5-21-79
Copy to [illegible]
[illegible]

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

5-15-79

Earl C. Purdy

FROM: Earl C. Purdy
Resident Location Engineer

SUBJECT: Rock Creek Bridges Section
Keasey Road
Columbia County

TO: R.T. Ewen
Metro Location Engineer

I have reviewed the OBEC plans on the subject project and have the following comments to make concerning the grading and paving part of the work:

SHEET 2

1. Item quantities not shown on summary.
2. Is Keasey Rd. typical section standard for Columbia county system? Project request by Columbia county indicates 4-foot shoulders. Your drawing shows 2-foot. Please verify this change.
3. Has the surfacing design as shown been approved by our Design Engineer?

SHEET 3 BRIDGE 13647 B

1. Centerline stationing on plan should be shown.
2. Show widths of proposed pavement.
3. Include guard rail anchors Type 1 -4 each.
4. Change guard rail end pieces to type C. More desirable design. Show guard rail lengths on the plans.
5. Show new bridge dimensions. Also R/W width.
6. Show earthwork brackets.
7. No utilities are shown. If there are aerial or underground utilities, they are to be shown and the adjustment that is necessary.
8. Note on plans the new centerline position in regard to the existing centerline.
9. Toe of slope (rip-rap) on the plan shows to be outside the existing R/W. Have provisions been made to acquire this additional width?
10. On the profile, show thickness between finish and subgrade.

SHEET 4 BRIDGE 13648 B

1. thru 4. See Bridge 13647 B, sheet 3.
5. Show new bridge dimensions.
6. Show earthwork brackets.
7. No utilities shown.
8. Toe of slope on plan shows to be outside the existing R/W. Have provisions been made to acquire this additional width?

SHEET 5 BRIDGE 13650 B NEW ALIGNMENT & BRIDGE

1. Show widths of proposed pavement.
2. Include guard rail anchors Type 1 -4 each. If guard rail on the southerly end of the bridge can be buried in the cut on each side, 2 guard rail anchors and end pieces can be eliminated.
3. Change guard rail end pieces to type C.
4. Show utility ownerships.
5. Show station and angle of R/W change at 6+55±.

TECHNICAL SERVICES UNIT
MAY 16 1979

— more —

SHEET 9 BRIDGE 13647

The planned width of the detour over the existing bridge is 11 feet clear. Has the county concurred with this design?

SHEET 11 BRIDGE 13648

The planned width of the detour over the existing bridge is 10 feet, 6 inches. Has the county concurred?

The following items are missing and need review: roadway construction quantities, specifications, utility adjustment report, and R/W compliance report.

OBEC CONSULTING ENGINEERS

May 4, 1979

Mr. Jon Rose
Region Federal Aid Engineer
Oregon Dept. of Transportation
P.O. Box 02157
Portland, Oregon 97202

Re: Rock Creek Bridges
Project RS-A-756(1)
Columbia County

Dear Mr. Rose:

Transmitted with this letter is one set of advance plans for the Rock Creek bridges.

We are sending three (3) sets of plans to Walt Hart for review by the bridge and grading sections. The draft specifications will follow in 2-3 weeks.

Please note that the grading plans were done in pencil; they will be traced in ink per OSHD requirements after checking and review by the State.

We are hoping to have this project on the July 26, 1979, bid opening. Please let us know if there is anything further that we can do at this time to help expedite the project.

Very truly yours,

L. F. Pierce
Chief Engineer

LFP:seb
enclosure

cc: Walt Hart w/enclosures
Dave Moehring
Earl Purdy w/enclosure
Sam Hollinger w/enclosure

[illegible]

PROJECT MANAGEMENT OFFICE MEMO

Date 3-3-79

File No.

Subject Rock Cr. Bridges, FAS-C, Columbia

Received (call) (visit) from

Address

Phone

Made (call) ~~(visit)~~ to Jon Rose

Reason for contact and general discussion: Jon tells me that there is a small amount of R/w to be acquired at one of the bridge sites. The county has started acquisition. Ken Rolt sees no problems and will visit with the County next week to make sure the county is following proper procedures.
[illegible] we leave it [illegible] July 26 '79

Signature Prange

Bob - Let Ben know

CC - Ben Gifford 3-5-79

File ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

Date 3-2-79 PROJECT MANAGEMENT OFFICE ME

Subject Rock Cr Bridges File No.

Received (~~call~~) (visit) from Ben Gifford

Address

Made (call) (visit) to Phone

Reason for contact and general discussion:

On my back about not answering question on timing Columbia Co "Rock Cr Project"

Prange — Get "info" for Ben immediately

Signature

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

STATE OF OREGON
ODOT METRO
DEPT.

238-8226
TELEPHONE

INTEROFFICE MEMO

TO: D. E. Swan
Project Management

DATE: February 27, 1979

FROM: R. N. Bothman
Administrator Bothman

SUBJECT:

Response is made to your February 13, 1979 letter.

Highway 505 Prefix: 505-1934 Rock Creek Bridges (3) FAS-A756 Keasey Rd.

This project is being developed by a consultant. The field survey is complete. Columbia County should have the right-of-way by May, 1979, as shown in the PMS run. The PSE should only take three months and will be complete May, 1979. The consultant and Columbia County is working toward a July, 1979 contract date. Max Klotz has discussed this schedule with Walt Hart and we believe the date can be met. I recommend the PMS be adjusted accordingly.

R/W
NEEDS
6 mo.
?

26 JUL 79

Highway 0002 Prefix: 626-1908A NE 181st Interchange Off-ramp Columbia River Highway

[illegible]
Low C

This project has been separated from the 117th - 181st Avenue section so the ramp can be constructed early. It is not possible to get the project to contract by August, 1979, as shown in the latest PMS run. I recommend the contract date be revised to February, 1980. The field survey will be submitted to Salem May 1, 1979. Right-of-way descriptions will be completed July 1; right-of-way acquisitions and P.S.E. documents completed January 1, 1980.

[illegible]

MJK:RNB:ke

cc: D. R. Adams
M. J. Klotz

Earl Purdy
229-5828

Ken Rolfe
653-3113

BEN GIFFORD

PROJECT MANAGEMENT
PME ☐ CCE
LGF ☐ FAL ④
FEB 28 1979
N
PM
File: PM FA
LG GP
TAA HAL

County acquiring R/W.
Ken Rolfe will check
out. Leave on July 26
3-2-79

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 24, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Federal Aid Manager

SUBJECT: Consultant Engineer Work
Project No. RS-A756(1)
Rock Creek Bridges (3) Section
Columbia County

We hereby request your concurrence in an effective authorization date of April 4, 1978 for preliminary engineering work by the Consultant Engineering firm of Oregon Bridge Engineering Company on the subject project.

This request is based on the fact that the original agreement approved by your office on April 4, 1978 included preliminary engineering, however, because of an error in wording which did not permit the State to pay for preliminary engineering charges, we did not request authorization for that phase of consultant work. The supplement to the agreement which corrected this error was approved by your letter of January 9, 1979, however, we inadvertently overlooked requesting an effective authorization date to coincide with your approval of the original agreement.

CL:pf

cc: M. Holmes
R. Hacek

9115

DATE: January 19, 1979

TO: Glen L. Green, Division Administrator
Federal Highway Administration

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Oregon Project RS-756(-)
Rock Creek Bridge #13650A
Columbia County

This structure is off-system and maintained by Columbia County.

OBEC Engineering, who does the bridge inspection for Columbia County, informed us that this structure is posted with a silhouette sign for 8 tons H, 12 tons T3, and 15 tons 2S3. The sign was erected in the fall of 1973.

JHW:mw ia

bc Walt Hart
John Wood
C. T. Keasey

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

Memorandum

DATE: January 5, 1979

In reply refer to: HBR-OR

SUBJECT: Oregon Project RS-756(-)
Rock Creek Bridge #13650A
Columbia County

FROM : G. L. Green, Division Administrator

NOTED
H. S. COULTER

TO : Mr. H. Scott Coulter, State Highway Engineer
Oregon Department of Transportation
Salem, Oregon

On December 28, 1978, we received a project assessment for the above structure.

On this assessment it indicated that no load limit was posted on the structure; however, the use is limited to only light vehicles. We strongly recommend that this structure be posted during the interim period prior to construction of an adequate structure.

G. L. Green

cc:
ODOT (W Hart)
ODOT (J Wood)
ODOT (C Keasey)

RECEIVED
STATE HWY ENGR
JAN 12 '79
REFER TO
FOR
Info Inves R/D D R Sign Act File

Form FHWA 121 (Rev. 5-73)

Pms

UNITED STATES GOVERNMEN

Memorandum

DEPAR ENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: January 16, 1979

In reply refer to: HFO.1-OR

SUBJECT: Project Assessment
Oregon Project R8-756(-)
Rock Creek Bridge #13650A
Rock Creek Road #543
Columbia County

FROM : G. L. Green, Division Administrator

TO : Mr. Gary A. Potter
Manager, Environmental Section
Oregon Department of Transportation

The subject project assessment submitted with your December 28, 1978 letter has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action.

The proposed standards, design, and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

G. L. Green for

cc:
ODOT (Mgr, Proj Mgmt)
OSHD (Reg 1, Env)

Environmental Section
January 22, 1979

cc: D. H. Moehring
J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
George Bell
Surfacing Design
R. N. Bothman
Ed Hardt
Jef Kaiser
Bill Geibel
Gerald Wimer
G. L. Gifford (2)
Don Keyes (8)

RECEIVED
JAN 19 1979

REVISED

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Section Rock Creek Bridge #13650A (County #111)
Date December 12, 1978
Unit (if appl)
County Columbia
City
Highway Rock Creek Road #543
State Hwy. No.
Termini: M.P.(if appl)
Length
Region I
Construction Estimate $327,000 (FAS-C)
Program Amount

B. Purpose of Project:
To construct a new bridge on a new alignment to replace an existing narrow steel truss which is in very poor condition.

C. Origin & History of Project: The existing structure was constructed in 1950. While no load limit is posted, the condition of the trusses renders the bridge inadequate for use by any but light vehicles; i.e., logging vehicles are unable to access forest lands via this route. The project was requested by administrative action of the Columbia County Commission.

D. General Description of Project: The project would replace an existing substandard bridge with a new structure approximately 140' upstream. The new alignment is shown in Figure 1. Approximately 900' of new road would be required. Proposed design speed is 50 MPH.

Alignment: New X Existing ____ Combined ____

Typical Section: Existing: No. Lanes 2; Med. ____; Shldrs. ____; Parking ____
Proposed: No. Lanes 2; Med. ____; Shldrs. ____; Parking ____

Traffic: Existing Facility: Existing ADT 200; Projected ADT ____; Yr. ____
Existing Level of Service ____

Proposed Facility: Projected ADT 250; Yr. 1980
Projected Level of Service ____

Right of Way: Additional anticipated Yes (Yes, No); if yes, give approx. No. Parcels 1

Acres 6.0+ ; Type of Relocation Req. None ; No.

Materials Source, Borrow, Waste Disposal Requirements, if any:

Borrow will be required for embankment, roadway, and bridge ends. Source has not been determined.

Type of Structure(s):

A prestressed concrete slab construction is proposed. One mid-distant support column would be required.

Brief Description of River or Stream and Type of Involvement, if any:

As originally designed, a fill and cut would occur in the active stream course; however, ODOT has recommended that the structure span be lengthened to avoid this impact. A support column would be placed in the stream.

Local City, County or COG priorities of project:

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe):

--This assessment advances the preferred alternative of a new alignment (Alternative I).

--Another alternative has been considered which would replace the existing structure at its present site. This alternative would require a detour road and temporary bridge upstream to carry traffic during construction (Figure 1). The existing alignment also has poor sight distance, limiting design speed to 30 MPH.

--A No-Build alternative would result in not replacing the existing substandard structure.

Other Descriptive Information or Comments:

The following is a quote from the consulting engineer's report for this project:

"Conversations with the local residents indicate that they generally favor the alignment of Alternate 1, provided that certain conditions can be met. The owner of the mobile home ("B") may be willing to move it across the creek to a landlocked parcel he owns, provided that he can gain access to it from the new road. The owners of house "A" seem to prefer giving up some of the property behind the house in order to preserve their front yard and trees. They have also mentioned the possibility of donating fill material (if suitable) from their property in order to form a small pond.

cont. on Page 2A

Some concern has been noted about whether mail delivery and snow plow service would continue unchanged under Alternate 1. If the County can reassure the local residents on these points, it appears that right-of-way agreements accommodating Alternate 1 can be reached with relative ease."

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural: The project is situated at the head of a minor river valley FORMED by Rock Creek. Rock Creek Road generally follows the creek through the valley and becomes unimproved shortly after crossing the project. The valley consists of cleared land for grazing and mixed timber stands, surrounded by steeply sloped commercial forest lands. The immediate project area is cleared, with occasional trees and patches of brush. Large Alder trees line the stream course. Rock Creek is a tributary to the Nehalem River and is considered a significant stream for anadromous and resident fish.

2. Cultural: Land use in the valley consists of small farmsteads, dispersed residential, pastureland, and commercial timber stands. Rock Creek Road follows an abandoned logging railroad and connects the City of Vernonia to the extinct logging community of Keasey. Keasey was a large logging camp/town of approximately 2,000 people during the late thirties, with schools, company stores, and passenger rail service. The town is now abandoned and the area is occupied by only a few residents, several of which abut the existing and proposed alignments within the project section. The once logged over, surrounding forestland has since regenerated and is approaching commercial potential.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

Removal of a large garden area and possibly relocating a trailer house to another site within the owner's property. See discussion under "Other Descriptive Information and Comments" on Page 2.

2. Estimated Impact on Traffic Patterns:

Presently, log trucks are not permitted to use the bridge. A new structure would attract this truck traffic and its consequent noise and other problems to this section of Rock Creek Road. The preferred new alignment would route these trucks further from adjacent receptors than the existing alignment would.

Consequences--Air Quality, Noise, Safety, etc.:

3. Estimated Impact on Land Use:

Minor impact. Proposed right-of-way is presently undeveloped. The predominant property owner, affected by the project, would receive access to a landlocked parcel which is undeveloped. With the provision of access, the owner expects to develop this parcel by relocating his trailer to this area and possibly allowing one additional residence to be built. A secondary impact of the project would be to facilitate commercial harvesting of surrounding timberlands by providing access for heavy trucks and equipment.

Consequences:

4. Expected Impact on Natural Ecological Resources:

Given that the structure is lengthened sufficiently to avoid filling and cutting within the creek, impacts to the stream would be limited to temporary and minor effects of construction activities. No significant loss of terrestrial habitat is expected.

Consequences:

5. Expected Impact on Cultural and Scenic Resources:

A Cultural Resource Study is indicated due to the historical nature of Keasey, and the possible transient or permanent habitation of this valley by Indians.

Consequences:

6. **Preliminary Identification of Areas of Critical Concern:**

Rock Creek.

7. **Potential for Controversial Issues:**

None have been identified.

8. **Potential for Consistency of Proposal With:**

a. Clean Air Implementation Plans

N/A

b. Noise Standards

A noise study report will be required and the projected impact of log truck noise on adjacent residents should be considered.

c. Water Quality Standards

Bridge construction may result in a slight adverse impact to stream quality until natural revegetation of exposed soil areas occurs.

d. Area Land Use and Transportation Plans, and Zoning

Consistent with existing land use, and Columbia County Transportation objectives.

C. Recommended Type of Action and Documentation:

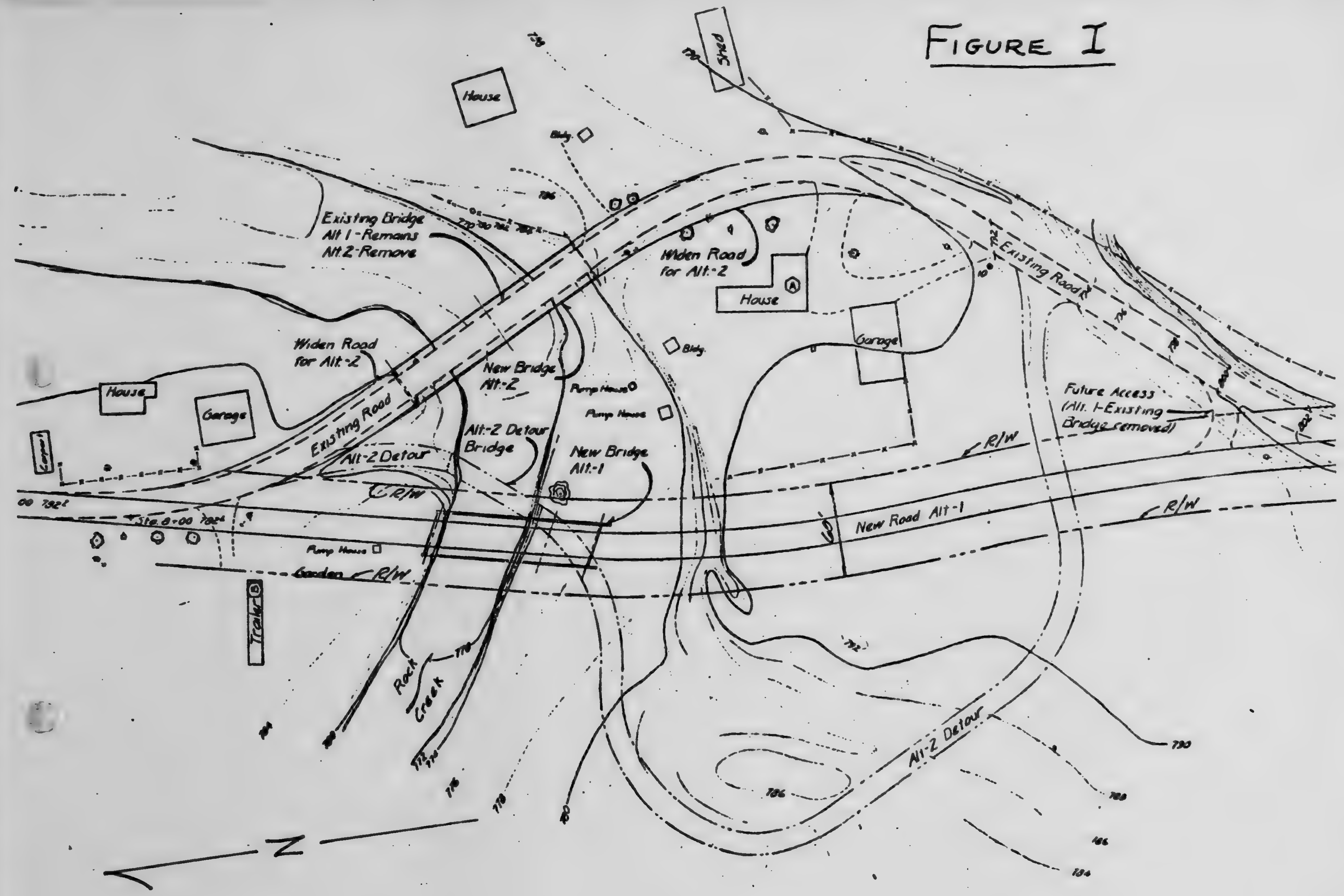
-------------MAJOR ACTION-----------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	_X_ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

The significance of identified impacts is not sufficient to warrant further environmental study beyond the assessment stage.

D. Recommended Project Category: ____ 1 ____ 2 _X_ 3 ____ 4

FIGURE I


House
Shed
Bldg.
Existing Bridge
Alt 1-Remains
Alt 2-Remove
Widen Road
for Alt.-2
House
Garage
Existing Road
Widen Road
for Alt.-2
House
Garage
Carport
Existing Road
New Bridge
Alt.-2
Pump House
Pump House
Bldg.
Alt.-2 Detour
Alt.-2 Detour
Bridge
New Bridge
Alt.-1
R/W
R/W
R/W
R/W
Future Access
(Alt. 1-Existing
Bridge removed)
Sta. 0+00
Pump House
Garden
Trailer
60'
New Road Alt-1
Rock
Creek
Alt-2 Detour
N
786
790
788
786
784
792

PROPOSED LOCATIONS
(ALTERNATES 1 & 2)
1" = 40'-0"

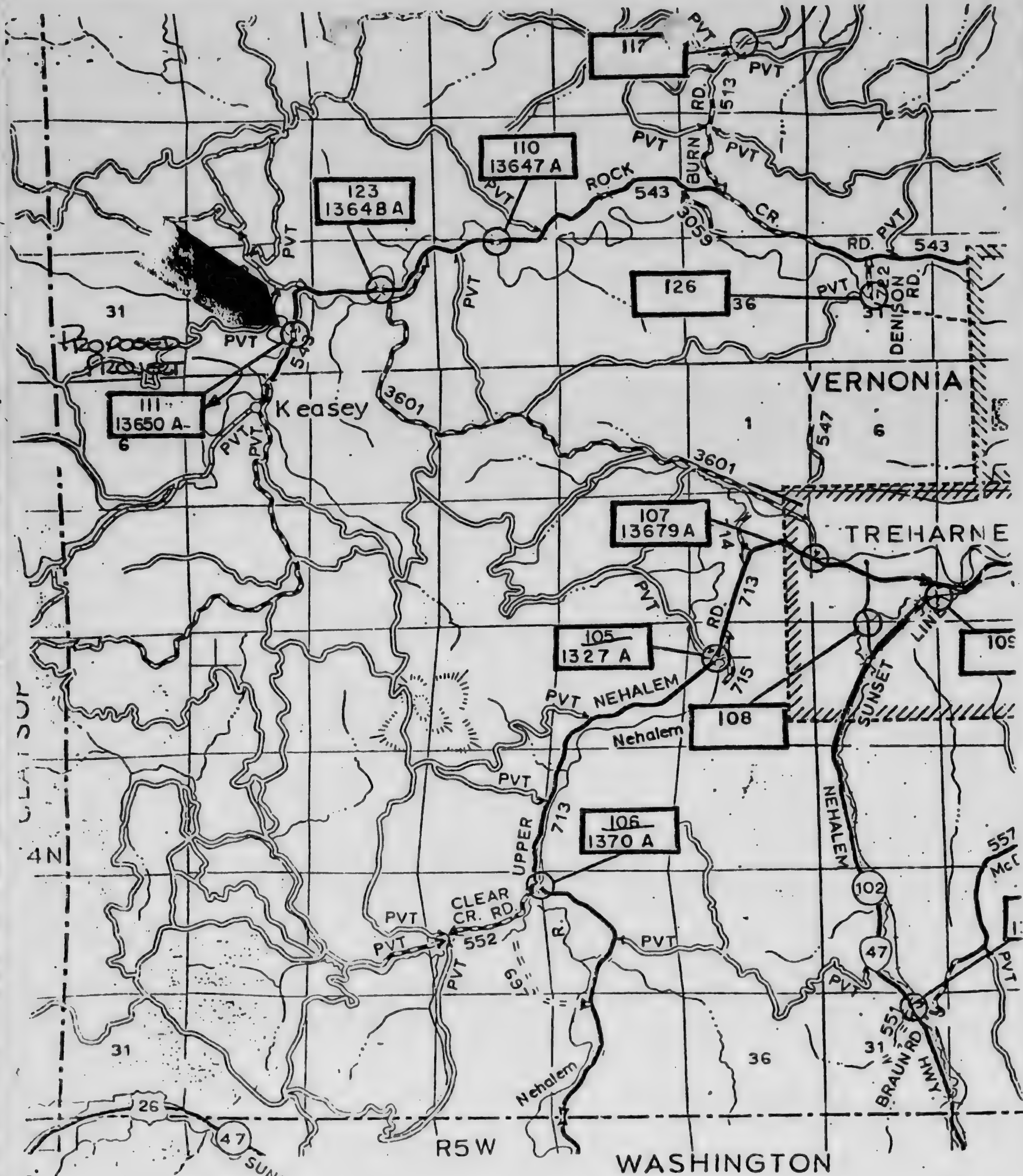

117
PVT
PVT
RD.
513
BURN
PVT
PVT
110
13647 A
123
13648 A
PVT
ROCK
543
3059
CR.
RD.
543
PVT
PVT
126
36
PVT
1722
31
DENISON RD.
31
Proposed Project
PVT
543
111
13650 A-
6
Keasey
PVT
PVT
PVT
3601
VERNONIA
1
547
6
3601
107
13679 A
714
TREHARNE
PVT
RD.
713
105
1327 A
715
LIN
109
SUNSET
PVT NEHALEM
Nehalem
108
NEHALEM
CLATSOP
4N
PVT
UPPER
713
106
1370 A
102
557
McD
CLEAR
CR. RD.
PVT
PVT
552
PVT
69
R.
PVT
47
PVT
PVT
551
BRAUN RD
HWY.
31
36
31
Nehalem
26
47
SUNSET
HWY.
R5W
WASHINGTON
CO.

FIGURE II

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.	RS-A756(1)
STATE PROJECT NO.	See below
COUNTY NAME	Columbia
PROGRAM STAGE (Check)	☐ 1. ☐ 2.
PROGRAM NO.	
ITEM NO.	80228

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. F. B. Klaboe
Asst. Director for Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	
DATE AUTHORIZATION EFFECTIVE	1-9-79
FEDERAL ROUTE NUMBER	Secondary A756
STATE ROUTE NUMBER	County Road

GENERAL LOCATION:

Rock Creek Bridges (3)

GENERAL DESCRIPTION OF WORK:

Supplemental Consultant Agreement

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) See below

☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 12-15-78, I approve the Supplemental Agreement with Oregon Bridge Engineering Company for preliminary engineering and you are now authorized to proceed with the work covered by that Agreement. A lump sum amount of $27,000, which includes a net fee of $3,350, is approved with Federal funds limited to $23,160.

A signed copy of the Agreement is returned herewith.

1-15

NOTED
F. B. KLABOE

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1-9-79		for Division Administrator

FORM PR-1240 (REV. 8-70)

EXISTING STOCKS OF FORM PR 1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

STATE OF OREGON 1859
ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 15, 1978

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Federal Aid Manager

SUBJECT Supplemental Consultant Agreement
Project No. RS-A756(1)
Rock Creek Bridges (3) Section
Columbia County

Enclosed for your approval are two copies of a fully executed supplemental agreement with Oregon Bridge Engineering Company on the subject project. This supplement amends the original agreement to provide for reimbursement to the county for preliminary engineering costs and also extends the completion time for preliminary engineering work.

The county has indicated it was their intention to claim reimbursement for the consultants preliminary work as set out in the agreement, however, inadvertently the language used concerning payment indicated the county would pay these costs. Therefore, the supplement revises the payment section to accomodate reimbursement to the county for the consultants preliminary engineering costs.

We further request the following:

1) Authorization to proceed with preliminary engineering work by the consultant as set forth in the previously approved original agreement and enclosed supplement at an estimated increase in total cost of $27,000 with an obligation of $23,160 in federal funds.

2) The return of one copy of the supplemental agreement approved for our files.

CL:dmc
Enc.
cc: M. Holmes
R. Hacek

12-7-78

MEMO TO FILE
Mainot C. Holmes
December 7, 1978

Supplemental Consultant Agreement
Rock Creek Bridges (3) Section
Keasey Road, FAS - A756
Columbia County & OBEC

This agreement has been subjected to the required pre-award audit evaluation and recommended for approval as submitted. During the preliminary engineering phase of the project, it appeared that County had intended to participate in federal funding of the negotiated lump sum cost. The current supplement re-writes the "Payment" section to accomodate that procedure. This is subject to FHWA approval.

We recommend OSHD concurrence, after which two copies will be submitted to FHWA for approval and authorization to proceed.

Attach: 2 copies of Agreement for signature.
Audit Report

MCH:

STATE OF OREGON

HIGHWAY ACCOUNTING

INTEROFFICE MEMO

TO: Gerald W. Wimer, Manager
Local Government

DATE: December 4, 1978

FROM: Vernon E. Skoog Vern
Controller

SUBJECT: Pre-award Evaluation
Columbia County/OBEC
FAP #RS-A756(1)

In accordance with your request dated November 28, 1978, we have reviewed the accounting provisions in the Supplemental Agreement on the Rock Creek Bridges.

We approve the proposal as submitted. Please note the copy of our review attached.

DWJ:njc

cc: D. W. Jones

Holmes✓
Needs Programming & FHWA approval. Please coordinate w/PTA Section & do w/one letter

81-125-1387

STATE OF OREGON
HIGHWAY ACCOUNTING

INTEROFFICE MEMO

TO: Vernon E. Skoog
Controller

DATE: December 4, 1978

FROM: Dettmar W. Jones
Staff Auditor D.W. Jones

SUBJECT: Pre-award Evaluation
Columbia County/OBEC
FAP # RS-A-756(1)

Definition Statement

The subject proposal is a Supplemental Agreement on the Rock Creek Bridges. You approved the original Agreement on January 24, 1978. It stated as follows and in part:

> 1) *County would pay as preliminary engineering costs incurred by Consultant a lump sum of $27,000 without participation in FHWA funding. See Federal Aid Program Data Sheet (Form PR-1) dated March 23, 1978.*
>
> 2) *Construction engineering is to be performed by Consultant at actual cost plus fixed fee for a total not to exceed $44,395.*

Analysis

During the preliminary engineering phase of the project, it appeared that County had intended to participate in federal funding of the negotiated lump sum cost. The current supplement re-writes the "Payment" section to accommodate that procedure. This is subject to FHWA approval.

Note that the Supplement further states: *"The maximum amount payable... remains unchanged at $27,000 for preliminary engineering, and $44,395 for construction engineering"*. This figure for construction engineering is acceptable, but please note that the original agreement in our files was executed with a figure of $50,000 for construction engineering, an increase of $5,605 over the original proposal as we evaluated it in January.

Conclusion

The proposed Supplement is acceptable, and I recommend approval. Two points should be understood, however:

1) Federal funds must be programmed and approved for the preliminary engineering by Consultant.

2) Construction engineering costs by Consultant are now limited to $44,395.

APPROVED
V. E. Skoog
V. E. SKOOG, Controller
Oregon State Highway Division

DWJ:njc

cc: G. W. Wimer
R. J. Hacek

11.125-1387

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
12-4-78	CC 1940		PE 505-1934

BILL TO: Code:

Columbia County
Courthouse
St. Helens, Oregon 97051
Attn: Mr. Sam Hollinger-Roadmaster

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
Partial transfer of the advance deposit for the PE for the Rock Creek Bridges (3) Section FAS-A756 Project #RS-A756(1) AD424			

Advance Deposit Amount	$ 2,534.00
Advance Deposit Previously Transferred to Highway Fund	$ --
Balance	$ 2,534.00
Transfer to Highway Fund	$ 1,934.00
Refund Due	$

Amount Due . . . . . $

Partial or final request for billing

Number of the previous request in connection with this service.

Submitted by: Harold Reynoldson
Harold Reynoldson

Approved: G. W. Wimer
Gerald W. Wimer

SP*35736-734

9115

November 1, 1978

OBEC Consultanting Engineers
P. O. Box 72
Springfield, OR 97477

Subject: Federal Aid Secondary System
Columbia County
Three Rock Creek Bridges (Keasey Road)

Gentlemen:

The County of Columbia desires to supplement the agreement entered into with Oregon Bridge Engineering Company and executed on September 21, 1977.

All provisions in the basic agreement remain in effect except as expressly modified by this supplement.

The changes to the agreement are described as follows:

I. Section V - Time of beginning and completion, is amended to change the number of calendar days for completion of the work to read "460" calendar days.

II. Section VI - Payment, shall be amended as follows:

Paragraph A-3, *State shall pay to consultant, as full compensation for the preliminary and design engineering services herein described, the lump sum amount of $27,000, payable in monthly increments based on periodic progress reports, plus the actual cost of job site foundation drilling.*

Paragraph B, page 7 shall read, *Consultant shall present bills directly to County for the cost of work performed under the terms of this agreement. County shall review, approve and forward to State all billings from consultant. All approved billings shall be paid directly to consultant by State and State shall submit all claims for federal participation in both preliminary engineering and construction engineering to the Federal Highway Administration in the usual manner.*

Preliminary Engineering charges have been determined as set forth in the attached Exhibit "A", and by this reference made a part of this supplement.

The maximum amount payable under this agreement as supplemented, inclusive to all fees and other costs, remains unchanged at $27,000 for preliminary engineering and $44,395 for construction engineering.

If you concur in this supplement and agree to the changes as stated above, please sign in the appropriate spaces below and return to this office for final action.

Sincerely,

Columbia County Commissioner

Cleo W. Horn
Columbia County Commissioner

W A Palmateer
Oregon Bridge Engineering Co.

OSHD CONCURRENCE

By /s/ D. H. Moehring

Date 12-7-78

EXHIBIT "A"

ANALYSIS OR FEE FOR ENGINEERING SERVICES

Direct Salary Cost	$ 11,800
Overhead Cost (including payroll additives) 89 %±	$ 10,500
Subtotal	$ 22,300
Net Fee	$ 3,350

Direct Non-Salary Costs:

a.	Travel and Per Diem	$ 600
b.	Reproduction Expenses	$ 100
c.	Computer Expense	$ 150
d.	Communication	$ 100
e.	Outside Consultants	$
f.	Other (Specify) supplies	$ 400
	Total	$1,350

Total Estimate	$ 27,000
Not to Exceed	$ 27,000**

**PLUS ACTUAL COSTS OF FOUNDATION DRILLING.

OREGON BRIDGE ENGINEERING CO.

STATEMENT OF DIRECT COSTS AND OVERHEAD COSTS

For The Year Ended May 31, 1977
(Prepared without audit)

DIRECT COSTS	
Salaries and payroll taxes	$286,965
Outside services	7,968
Blueprinting	2,332
Travel, entertainment and promotion	5,945
Other costs	5,569
Total	$308,779
OVERHEAD COSTS	
Administrative and office salaries and payroll taxes	$122,753
Auto expense	10,839
Transportation, repairs and maintenance	705
Diving expense	355
Office rent	7,320
Telephone	3,503
Utilities	936
Equipment rental	495
Office and engineering supplies	14,536
Legal and accounting	2,095
Dues and subscriptions	1,564
Contribution to pension and profit sharing	88,765
Taxes and licenses	825
General insurance	11,985
Depreciation	7,061
Miscellaneous expense	1,744
Total	$275,481
PER CENT OF OVERHEAD COSTS TO DIRECT COSTS	89.22%

EXHIBIT "A"

PRELIMINARY ENGINEERING

ROCK CREEK BRIDGES

PRELIMINARY PHASE

Survey-Location-Sections	160 Hours	@ $ 9.00±	
Foundation Analysis	30 Hours	@ $13.00	
Preliminary/Alternate Designs	100 Hours	@ $13.00	
Hearings-Consultations-Right-of-Way	16 Hours	@ $20.00	
Hydraulics	40 Hours	@ $13.00	
Preliminary Report and Cost Estimate	50 Hours	@ $13.00	$4,620±

FINAL DESIGN

General Consulting	60 Hours	@ $20.00±	
Structural Design/Detailing	190 Hours	@ $13.00	
Grading Design	40 Hours	@ $13.00	
Drafting	200 Hours	@ $ 9.00	
Specifications & Contract Documents	40 Hours	@ $20.00	
Revisions/Checking	30 Hours	@ $13.00	$7,180±

($4,620+$7,180) = $11,800 x 1.89 (OH Factor) =	$22,300±
Fee	3,350
	$25,650
Expenses	1,350
	$27,000

PROJECT MANAGEMENT OFFICE MEMO

Date 11/1/78

FAS - A 756

Subject Beck Crk Br's

File No.

Received (call) (visit) from

Address

Made (call) ~~(visit)~~ to Beth Jones

Phone

Reason for contact and general discussion: P.E. breakdown [illegible] of cost not needed in consultant agreement, because payment is to be lump sum (Per Beth Jones)

-2.78 The above and Clif Louks' blessing from Rita Baker allowed proceeding with simple letter from County. However, Dan Adams requesting consultant agreement to extend time. He'll also clarify payment date. J Kemer

Signature Donald Reynolds

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM [✓ Other] Prange (T) Reynoldson

PROJECT MANAGEMENT OFFICE MEMO

Date 10-30-78

Subject Rock Cr Section   Columbia Co SCS   File No.

Received (call) (~~visit~~) from Don Adams

Address

Made (call) (visit) to   Phone

Reason for contact and general discussion:

County paid consultant bills. Now want reimbursement from State. So far no luck with Reynoldson or Dot Jones. They consulted Dallas. Says Co. made PE deposit. State assisted w/Consultant agreement w/County to pay #27,000. Makes you wonder why payment cannot be made. Promised to check.

Signature

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

STATE OF OREGON **INTEROFFICE MEMO** 505-1934
(150)

ODOT Metro
DEPT.

238-8250
TELEPHONE

TO: DETTMAR JONES, Staff Auditor
Highway Accounting

DATE: October ~~11~~ 12, 1978

FROM: JON ROSE Jon Rose
Federal Aid Engineer

MA PDC PDE TSE SPC
ODOT - METRO
OCT 12 1978
AM PPS ebg FILE.T/A

SUBJECT: Federal Participation
Preliminary Engineering
Three Rock Creek Bridges
(Keasey Road)
Columbia County
RS-A756(1)
505-1934

Your letter dated October 9 points out some confusion existing as a result of apparently conflicting wording on the County/State agreement and the County/Consultant agreement relating to this project. It has never been the intent of Columbia County to pay all costs for preliminary engineering without any Federal participation. On the County/State Agreement No. 6325, paragraphs 1 and 2 under Things to be Done by the State, it appears obvious that the State expects to receive bills from the County for work performed.

Paragraph 3 under Things to be Done by the County requires that an advance deposit be submitted by the County prior to the beginning of preliminary and design engineering. This deposit, in the amount of $2,534, was requested of the County on May 18 and submitted on June 12. This deposit is computed as 7% of total P.E. costs, estimated at $36,200, and obviously covers the entire amount of P.E. to be done by "County, or their agent" as set forth in paragraph 1 under Things to be Done by the County. The $27,000 lump sum amount shown in the County/Consultant agreement is also the major item in the approved authority for survey on this project.

All of the above demonstrates the intent that preliminary engineering work be subject to Federal participation and it is unfortunate that the wording in the County/Consultant agreement leaves some doubt. In reading that Consultant agreement, I find nothing that precludes the County from being reimbursed for money paid the consultant as set forth in paragraph 3 of Section VI.

Would you review this again and advise what might be necessary to bring the documents in line with the obvious intent. Since the people in FHWA have approved the Consultant agreement, I would like to know their

cc Skoog
Moehring
(letter only)

10/17
A standardized agreement might avoid this kind of time consuming. discussion — Don Adams

81-125-1387

interpretation of this paragraph and if it is not acceptable as written, what changes might be required. Please let me know what we may do to resolve this.

JR/ldo

cc: M. J. Klotz w/attachment
E. C. Purdy "

STATE OF OREGON

INTEROFFICE MEMO

TO: Jon Ross, F.A.E.
Metro

DATE: October 9, 1978

FROM: Dettmar Jones
Staff Auditor D.W. Jones

SUBJECT: Rock Creek Bridges
OBEC/Columbia County

We return herewith for you forwarding to County invoice #4019 from OBEC for preliminary engineering on referenced project.

Admittedly the standard form Agreement (#6325) between State and County is in conflict with the negotiated Agreement between County and its Consultant, OBEC. Ordinarily OSHD does pay all such engineering bills following approval thereon by County. On this particular project, however, you will see from pages 6-7 attached that Columbia County will pay directly all preliminary engineering bills to a lump sum of $27,000. After contract award when construction engineering may begin, County will approve the progress billings and send them to OSHD engineering for further approval and forwarding to me for payment.

The apparent conflict results from the fact that County is not participating in federal funding of preliminary engineering, only in the construction phases of this particular project.

DJW:cw
Attachments

CC: Proj. Mgmt. (Holmes) ✓

PROJECT [illegible]
CCE
TAE

Holmes

Holmes
[illegible]

Date: May 19, 1978

Columbia County
Board of Commissioners
Courthouse
St. Helens, OR 97051

Attn: Mr. Sam Hollinger
Roadmaster

Gentlemen:

We have submitted a program to the Federal Highway Administration for approval of the preliminary engineering phase of the three Rock Creek Bridges on Kensey Road, FAS A756, Project #RS-A756(1).

Financial sharing of the preliminary engineering is:

Total P.E.	$ 36,200
Federal Funds	31,132
Balance	$ 5,068
Local Share:	

is 7% of $36,200 or ½ of $5,068 = $2,534

Rec'd 6/13/78

Please make your check in the amount of $2,534.00 payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

G.W. Wimer
Local Government Manager

bc w/AD#____: Vern Skoog - Please return completed AD#424 when check is received.
Region 1 Federal Aid Engineer Jon Rose

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: -A756(1)

STATE PROJECT NO.: See Below

COUNTY NAME: Columbia

PROGRAM NO.:

ITEM NO.: 80228

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
Salem, Oregon

DATE PS & E APPROVED: 4-7-78

DATE AUTHORIZATION EFFECTIVE: 4-7-78

FEDERAL ROUTE NUMBER: Secondary Route A 756

STATE ROUTE NUMBER: County Road

GENERAL LOCATION:

"Rock Creek Bridges (3)"

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering, Right of Way, Grade and pave and three structures

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION : Including Archeology Salvage
TEC NTE $8,200, F.F. $7,030
☑ OTHER (Specify) : Consultant Agreement
Oregon Bridge Engineering Company
(Construction Engineering)

* TEC NTE $5,000, F.F. $4,290
☒ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

*Federal participation limited to that right of way actually incorporated in the final location.

REMARKS

As requested in Mr. Swan's 3-23-78 letter I approve the Consultant Agreement with Oregon Bridge Engineering Company. A signed copy is returned herewith.

As requested in Mr. Swan's 3-23-78 letter, you are authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $577,200, Federal funds $495,220 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

Swan
11-13

DATE: 4-7-78

SIGNATURE OF APPROVING OFFICIAL:

TITLE: for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

9115

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: April 3, 1978

In reply refer to: HEC.3-OR

SUBJECT: Oregon Project No. RS-A756
Proposed Consultant Engineering Agreement
Rock Creek Bridges (3)
Columbia County

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Chief of Operations, ODOT
Salem, Oregon

As requested in Mr. Swan's March 22, 1978 memorandum the proposed Consultant Agreement is approved for form and content. Formal approval will be granted when project request is submitted.

G.K. Hosmer
for G. L. Green

cc:
ODOT (D E Swan, Fed-aid Mgr)

RECEIVED
DOT OPERATIONS
APR 10 '78
REFER TO
Hun & cr.
FOR
Info Inves R/D D/R S

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 23, 1978

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Federal Aid Manager

SUBJECT Project Data Submission
Item No. 80228
Project No. RS-A756(1)
Rock Creek Bridges(3)
Columbia County

Enclosed is data for the subject project.

This project has been selected by the Oregon Transportation Commission and local officials in cooperation with each other as required by the Federal Aid Act.

We request the following:

1) Approval of a minor program change to the FY 78 Annual Program to include in the character of proposed work "Right-of-way phase", at an estimated total cost of $5,000 with federal funds of $4,290 and the construction phase at an estimated total cost of $577,200 with federal funds of $495,220.

2) Authorization to proceed with all phases of preliminary engineering by State forces, including archeological salvage at an estimated total cost of $8,200 with an obligation of $7,030 in federal funds.

3) Authorization to proceed with right-of-way acquisition all phases at an estimated total cost of $5,000 with an obligation of $4,290 in federal funds.

W

N

A M

4) Authorization for construction at an estimated total cost of $577,200 with an obligation of $495,220 in federal funds.

5) Approval of the enclosed copies (2) of the consultant engineering agreement with Oregon Bridge Engineering Company for construction engineering with the understanding that authorization to advertise for bids for the construction will constitute authorization to proceed with construction engineering by the consultant.

6) The return of one copy of the consultant agreement for our files.

State Clearinghouse and District 2 Clearinghouse A-95 review letters of approval have been previously forwarded.

CL:lml
Att.

cc: M. Klotz (Metro)
H. Reynoldson

Budget Bureau No. 41-R20

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

3-23-78

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65	ADT	PRESENT	FUTURE (66) (70)	YEAR (71) (72)	REGION	STATE NAME
		County Road, Keasey Road		DHV 30 250	375	98	10	Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 23	NUMBER 7
	P.E., ROW, G-P & 3 Bridges								RS-	A756(1)

CARD 4

CLASS OF FEDERAL FUNDS: Rural Secondary

COUNTY NAME: Columbia

NAME OF URBAN AREA 17-31: ------

ROUTE NO. S

FEDERAL-AID: A756 (32)

STATE: Co. Rd. (36) (37)

U.S.: ---

CARD 5	LINE NO. (14-15)	CHANGE CODE (16	PROJECT CODE 41	CLASS 42	WORK TYPE 43 46	WORK STEP 53	TERMINI (Full description)	MILES (54) (58)	TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS
1												
5					**PE**		"Rock Creek Bridges (3)"	0.9	8,200	7,030	585	585 (Co.)
5					**ROW**			0.9	5,000	4,290	355	355 (Co.)
5					**CONST** (CODE) 6201 X081			0.9	577,200	495,220	40,990	40,990 (Co.)

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	MILES	TOTAL ESTIMATED COST (16) (23)	FEDERAL FUNDS (24) (33)	STATE FUNDS	OTHER FUNDS
1	14	CL		0.9	590,400	506,540	41,930	41,930 (Co.)

PROGRAM APPROVAL DATES

March 8, 1978

REMARKS

Budget Bureau No. 41-R2067; Approval Expires February 28, 19

FORM PR-1
(REV. 4-61)

3-23-78

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
y Road, Keasey Road		DHV 30 250	375	98	10	Oregon	41	075	80228

K (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
& 3 Bridges								RS	-A756(1)			

Secondary

COUNTY NAME: Columbia
CODE: 007

ROUTE NO.: S
FEDERAL-AID: A756
STATE: Co. Rd.
U.S.: ---

PROGRAM STAGE ☐ 1 OR ☐ 2

ESTIMATED PROJECT COST BY PHASES

K YPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
		"Rock Creek Bridges (3)"	0.9	8,200	7,030	585	585 (Co.)	ROW-60' min; Access Control-none; Parking Restrictions-none.
W			0.9	5,000	4,290	355	355 (Co.)	
ST)			0.9	577,200	495,220	40,990	40,990 (Co.)	
CL		PROJECT TOTALS	0.9	590,400	506,540	41,930	41,930 (Co.)	

AL DATES

March 8, 1978

REMARKS

-over-

Rock Creek Bridges
Project No. RS-A756(1)

Existing Facilities

Roadway -- 18 foot A.C. surface with 2-foot shoulders

Structure -- Rock Creek Bridge #13647A (MP 6.7) reinforced concrete main span with wood approaches, overall length 85', H.C. 20.5 feet.

Rock Creek Bridge #13648A (MP 7.1) 57-foot wooden beam structure with H.C. 14.8 feet.

Rock Creek Bridge #13650A (MP 8.2) 142-foot steel truss with H.C. of 15.2 feet.

Adjacent Locations: Same as existing roadway facilities.

Project Data: Work under this project consists of the following:

1) Preliminary engineering, all phases, including archeological salvage.
2) Right-of-way acquisition, all phases.
3) Construct three reinforced concrete bridges with lengths of 75 feet, 100 feet, and 175 feet with 30-foot roadways to replace existing structures.
4) Grade, drain and high-type pave approximately 0.5 mile of roadway, on new alignment, for the structure at MP 8.2 and necessary approach roadways for the other two structures to provide for 2 11-foot travel lanes with 4-foot shoulders.

NOTE: Preliminary engineering field and design work being accomplished by the consultant firm of Oregon Bridge Engineering Company at County expense. Construction engineering will be performed by Oregon Bridge Engineering Company as an eligible project cost.

System Action, Airports, Railroads Water Developments, Historical and Recreational Areas: None involved.

FHPM 4-1-4 Requirements: State Clearinghouse and District 2 Clearinghouse A-95 review approval letters dated March 7, 1978 and February 22, 1978, respectively.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on February 10, 1978 by separate letter on each structure.

FHPM 7-7-

a) Publi

b) Locat

Data for

NOTE: Th

No

FHPM 7-7-5 Requirements:
a) Public Hearings -- Not required under Oregon Action Plan.
b) Location/Design not a factor in the development of this project.

Data for PR-37:		
	Preliminary Engineering - - - -	$ 7,700
	Archeological Salvage - - - - -	500
	Type Code 6201- - - - - - - - - -	90,000
	Type Code X081- - - - - - - - - -	487,200

NOTE: This project is in Congressional District No. 1.
No relocation assistance involved.

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78, respectively.

y FHWA on

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

RECEIVED
STATE HWY ENGR
MAR 15'78
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File
COLUMBIA

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: ~~Oregon DOT - Highway Division~~

PROJECT TITLE: Rock Creek Bridges #13650A, 13647A, 13648A

DATE: March 7, 1978

The state has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented~~.

NOTED
H.S. COULTER

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

cc: G. L. Green
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
R. N. Bothman, Metro
E. L. Hardt, Reg. 1
W. W. Geibel, Dis. 2
Aeronautics Division
Paul Hartwig, Parks
Gerald Wimer
B. L. Gifford
D. E. Swan

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7802 2 050

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

BEN GIFFORD
1-30-78

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

PNRS #2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7802 2 050 Due Date: MAR - 3 1978

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

(x) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

(X) Please coordinate the implementation of the proposal with us.

(x) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

SEE ATTACHED COMMENTS

Agency Fish & Wildlife By William E. Pitney

ENVIRONMENTAL MANAGEMENT SECTION 3/2/78

The Oregon Department of Fish and Wildlife has no objection to the bridge construction projects provided:

1. No pollutants are allowed to enter or be placed where they could enter the waterway.
2. All disturbed areas are grass seeded to prevent erosion.
3. Work in the stream channel is confined to the period of June 15 - September 15.
4. The Department reserves the right to intercede if the contractor fails to comply with the above.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7802 2 050 Due Date: MAR 03 1978

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

(X) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

THIS OFFICE WOULD LIKE BLACK AND WHITE PHOTOS OF EACH OF THESE COLUMBIA COUNTY BRIDGES BEFORE DEMOLITION.

Agency HISTORIC PRESERVATION OFFICE
STATE PARKS & RECREATION BRANCH
525 TRADE STREET SE
SALEM, OREGON 97310

By David G Talbot

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

DEPARTMENT OF
LAND CONSERVATION
AND DEVELOPMENT
[illegible]
SALEM

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7802 2 050 Due Date: MAR 03 1978

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

☐ It has no adverse effect.

☐ We have no comment.

☐ Effects, although measurable, would be acceptable.

☐ It has adverse effects.

☐ We are interested but require more information to evaluate the proposal.

☐ Please coordinate the implementation of the proposal with us.

☑ Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Agency LCDC By

IV. Area Has No Plan, But Has A Compliance Schedule

This project and its related land use implications must be coordinated and consistent with local efforts to develop a comprehensive plan for Washington County and to reach compliance with the statewide land use goals. The County has adopted a schedule and work program for reaching compliance with the statewide goals which should be recognized in coordination of this project with the jurisdiction. Consideration of the relationship between statewide goals #2 Land Use Planning and #12 Transportation etc. and the project should receive special attention. In addition, the applicant should make every effort to ensure that the project makes use of recognized citizen and agency involvement programs established by the local jurisdiction in accordance with the statewide land use goals.

2/15/78
ph

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

RECEIVED
FEB - 3 1978
DIVISION OF STATE LANDS

PNRS STATE REVIEW

Project #: 7802 2 050 Due Date: MAR 03 1978

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By JMA

1115

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: February 10, 1978

In reply refer to: HA.1-OR

SUBJECT: Oregon Project No. RS-A756(-)
Rock Creek Bridge #13648A
(County #123)
Rock Creek Rd #543 (MP 7.1)
Columbia County
Project Assessment FAS-C

FROM : G. L. Green, Division Administrator

TO : Mr. Gary A. Potter, Mgr, Environmental Section
Oregon Department of Transportation
Salem, Oregon

PROJECT MANAGEMENT
LCE ☐ CCE ☐
FAE ☐
FEB 22 1978
TAA
PM
LG

The subject project assessment submitted with your January 20. 1987 letter has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

G. K. Hossner
for G. L. Green

cc:
ODOT (Moehring, Mgr, Proj Mgmt)
OSHD (Reg 1, Env)

February 14, 1978

cc: E. H. Moehring
J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
George Bell
Surfacing Design - Lab Bldg.
Ed Hardt
R. N. Bothman
Jef Kaiser
Region Geologist
Bill Geibel (2-a)
Gerald Wimer
B. L. Gifford

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: February 10, 1978

In reply refer to: HA.1-OR

SUBJECT: Oregon Project No. RS-A756(-)
Rock Creek Br #13650A
(County #111)
Rock Creek Rd #543
Columbia County FAS-C

FROM : G. L. Green, Division Administrator

TO : Mr. Gary A. Potter, Mgr, Environmental Section
Oregon Department of Transportation
Salem, Oregon

PROJECT MANAGEMENT
LGE ☑ CCE ☑
FAE ☐
FEB 22 1978
TAA PM
LG

The subject project assessment submitted with your January 20, 1978 letter has been reviewed

We concur with your finding that the proposed project may constitute~~s~~ a non-major action. However, it is understood that since the consequences and significance of Right of Way acquisition are unknown at the present time, further environmental studies beyond the assessment stage may become necessary as work progress on the project. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

G.K Hossner
for ~~G. L.~~ Green

cc:
ODOT (Moehring, Mgr, Proj Mgmt)
OSHD (Reg 1, Env)

February 14, 1978

cc:
- D. H. Moehring
- J. B. Boyd (3)
- L. E. George
- W. J. Hart
- C. T. Keasey
- J. H. Versteeg (4)
- F. E. Terpin (3)
- George Bell
- Surfacing Design - Lab Bldg.
- Ed Hardt
- R. N. Bothman
- Jef Kaiser
- Bill Geibel (2-a)
- Region Geologist
- Gerald Wimer
- B. L. Gifford

(#2)

ROBERT W STRAUB

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

January 30, 1978

TO **Executive Department**
Federal Aid Coordination Unit

Columbia Region Association of Governments
527 S.W. Hall Street
University Center Bldg.
Portland, OR 97201

FROM **D. E. Swan**
Federal Aid Engineer

SUBJECT **Notice of Intent for Federal Aid Funds**
State Admin. Dist. No. 2
Section: Rock Creek Bridges #13650A, #13647A, #13648A
Highway: Rock Creek Rd. #543 RS-A756
County: Columbia

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be February 28, 1978.

BLG:dmc

Attachment

cc: G. L. Green ✓
H. S. Coulter ✓
F. E. Terpin
J. B. Bovd
J. H. Versteeg
Gary Potter
W. J. Hart

Region 1 : E. L. Hardt
District 2: W. W. Geibel
Aeronautics Division
Paul Hartwig, Parks
Gerald Wimer
B. L. Gifford
R. N. Bothman, Metro

RECEIVED
STATE HWY ENGR
JAN 31 '78
REFER TO
FOR

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT [45 Department of Transportation	46] DIVISION [79 Highway		
03	12] APPLICANT ADDRESS STREET [45 O'DOT Building	46] CITY [60 Salem	76] ZIP [80 97310	
04	12] CONTACT PERSON [45 D. H. Moehring	46] AREA CODE [48 503	49] PHONE [55 378	56] EXTENSION [59 6563
01	12] PROJECT TITLE [71 Rock Creek Bridges #13650A, #13647A, #13648A			
11	12] PROJECT LOCATION—CITY Rock Creek Rd. #543 RS-A756	PROJECT LOCATION—COUNTY Columbia	PROJECT LOCATION SEC: T: R:	

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05

06 12] The proposed project replaces three substandard bridges on new alignment. [71

07 12] All are located in close proximity on county road #543. [71

08 12] [71

09 12] [71

10 12] [71

12	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	506,540	--	41,230	41,230	--	589,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE [71 Title 23 USC Highways	
15	12] FEDERAL AGENCY NAME [45 U. S. Department of Transportation	46] FEDERAL SUB-AGENCY NAME [79 FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 INTER-STATE ☐ 13 COUNTY ☐ 14 CITY ☐ 15 SCHOOL DISTRICT ☐ 16 SPECIAL DISTRICT ☐ 17 COMMUNITY ACTION ☐ 18 SPONSORED ORGANIZATION ☐ 19 OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 CONT. GRANT ☐ 22 SUPPL'T GRANT ☐ 23 INCREASE DURATION ☐ 24 DECREASE DURATION ☐ 25 CANCELLATION ☐ 26 INCREASE DOLLARS ☐ 27 DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: January 30, 1978

(D) REVIEW REQUIRED by A-95 Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42	43] DAY [44	45] YEAR [46
	Feb.	28	1978

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: January 30, 1978

VI. If project includes state funds (12C), identify agency Highway

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 Project of Non-Major environmental impact under Oregon's Action Plan.

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Date January 20, 1978

Section Rock Creek Br. #13650A (County #111)

Unit (if appl)

County Columbia

City

Highway Rock Creek Rd. #543

State Hwy. No.

Termini: M.P.(if appl)

Length

Region I

Construction Estimate $327,000 (FAS-C)
Program Amount

B. Purpose of Project:

To construct a new bridge on new alignment to replace an existing narrow steel truss. Major change in alignment.

C. Origin & History of Project:

County FAS Project Request, dated 17 March 1977, was initiated by an administrative action of the Columbia County Commissioners.

D. General Description of Project:

The proposed project replaces an existing substandard bridge on a new alignment. Approximately 0.5 mile of grading will be required.

Alignment: New x Existing ___ Combined ___

Typical Section: Existing: No. Lanes 2 ; Med. 0 ; Shldrs. 0 ; Parking 0

Proposed: No. Lanes 2 ; Med. 0 ; Shldrs. 4' ; Parking 0

Traffic: Existing Facility: Existing ADT 200 ; Projected ADT - ; Yr.

Existing Level of Service

Proposed Facility: Projected ADT ___ ; Yr.

Projected Level of Service

734-3953 (10-75)

Right of Way: Additional anticipated Yes ; if yes, give approx. No. Parcels 1
Yes, No

Acres 6.0± ; Type of Relocation Req. None ; No.

Materials Source, Borrow, Waste Disposal Requirements, if any:

Borrow will probably be required for embankment, roadway, and bridge ends.

Type of Structure(s):

Precast beams and concrete deck is being considered

Brief Description of River or Stream and Type of Involvement, if any:

It is anticipated the bridge will span the entire stream.

Local City, County or COG priorities of project:

County priority for FAS-C funding.

FHWA and/or OSHD approvals given, if any:

Pending

Location or Design Alternatives (identify and describe):

1. Realignment of road behind existing homes (recommended alternative).
2. Replacement of bridge on existing alignment, which would be difficult.
3. No build

Other Descriptive Information or Comments:

- Existing bridge will serve traffic until new structure is completed
- New alignment will pass to the west of several homes located on either side of the existing road. The present road will remain after completion of the project to provide access to these homes; however, the existing bridge will be removed.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The project is situated at the head of a minor river valley formed by Rock Creek. The county road follows the creek through the valley and dead ends in the upper reaches of the Coast Range. The valley consists of cleared land for grazing and mixed timber stands. The immediate project area is cleared, with occasional trees and patches of brush. Large alder trees line the stream course. Rock Creek is a tributary to the Nehalem River and is considered a significant stream for anadromous and resident fish.

2. Cultural:

Land use is primarily small farmsteads, grazing land, and commercial timber stands. Rock Creek Road follows an abandoned logging railroad and connects the City of Vernonia to the old logging community of Keasey. Several homes abut the existing roadway alignment within the project section.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

Unknown at present. Could be of some concern to one property owner. No relocations are expected to be required.

2. Estimated Impact on Traffic Patterns:

No effect other than to divert traffic flow from existing roadway to an area further away from present homes.

Consequences--Air Quality, Noise, Safety, etc.:

Widening and realignment of bridge will improve highway safety.

3. Estimated Impact on Land Use:

Minor impact. Proposed right-of-way is presently undeveloped.

Consequences:

Convert undeveloped land to roadway use.

4. Expected Impact on Natural Ecological Resources:

Minor impact on Rock Creek during bridge construction. No significant habitat loss is expected as a result of the new alignment.

Consequences:

5. Expected Impact on Cultural and Scenic Resources:

No significant impacts are expected.

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

None identified

7. Potential for Controversial Issues:

None identified at this time. Liaison with affected property owners may reveal individual concerns.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

Not applicable

b. Noise Standards

Traffic noise is not a significant issue in this project.

c. Water Quality Standards

Bridge construction may result in a slight adverse impact to stream quality until natural revegetation of exposed soil areas occurs.

d. Area Land Use and Transportation Plans, and Zoning

Construction of the bridge would be consistent with Columbia County land use and transportation plans.

C. Recommended Type of Action and Documentation:

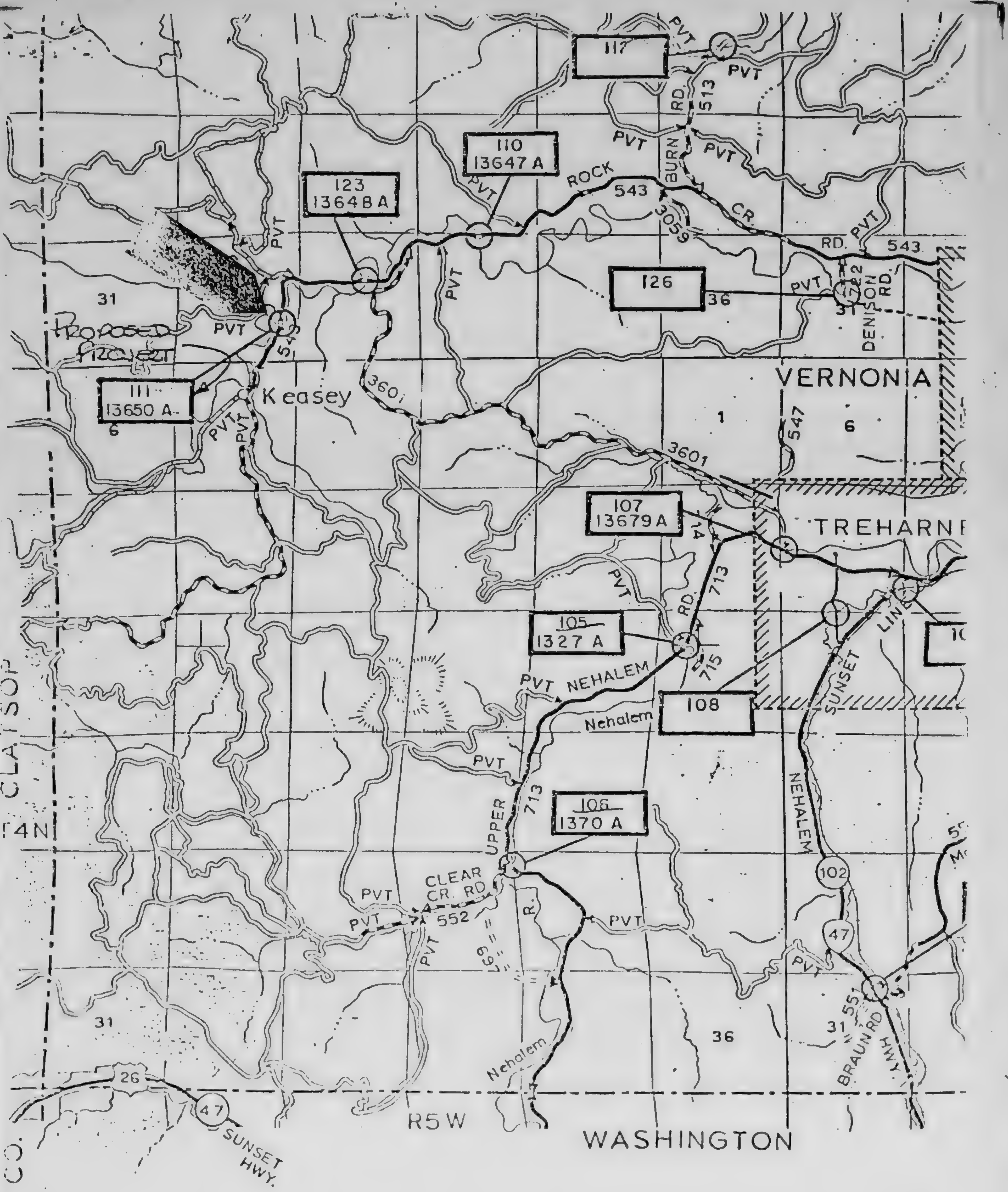
-------------MAJOR ACTION-----------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	_x_ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

The significance of identified impacts is not sufficient to warrant further environmental study beyond the assessment stage.

D. Recommended Project Category: _____ 1 _____ 2 _x_ 3 _____ 4

Form (1)10-75 GK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Nehalem
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HWY.
R5W
WASHINGTON
CLATSOP
CO.
T4N

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Date January 20, 1978

Section Rock Creek Bridge #13647A (County Br. #110)

Unit (if appl)

County Columbia

City

Highway Rock Creek #543

State Hwy. No.

Termini: M.P.(if appl) 6.7

Length 0.2 approx

Region

Construction Estimate $145,000 (FAS-C)
Program Amount

B. Purpose of Project:

To construct a new bridge on a slightly improved alignment, replacing an existing narrow bridge.

C. Origin & History of Project:

County FAS project request, dated 17 March 1977 was initiated by administrative action of the Columbia County Commissioners

---

D. General Description of Project:

The proposed project replaces a substandard narrow bridge with a new alignment upstream and adjacent to the existing bridge. The proposed new alignment actually is the original bridge site which predates the existing structure.

Alignment: New ______ Existing ______ Combined x

Typical Section: Existing: No. Lanes 2; Med. 0; Shldrs. 2'; Parking 0

Proposed: No. Lanes 2; Med. 0; Shldrs. 1'; Parking 0

Traffic: Existing Facility: Existing ADT 250; Projected ADT ______; Yr. ______

Existing Level of Service ______

Proposed Facility: Projected ADT ______; Yr. ______

Projected Level of Service ______

Right of Way: Additional anticipated __NO*__; if yes, give approx. No. Parcels_______
Yes, No

Acres_______; Type of Relocation Req.________________; No.________

Materials Source, Borrow, Waste Disposal Requirements, if any:

Some embankment may be required for shoulder widening and end fills.

Type of Structure(s):

Precast concrete beam and concrete deck structure is being considered.

Brief Description of River or Stream and Type of Involvement, if any:

Rock Creek is a tributary of the Nehalem River, and a relatively small stream. The proposed structure would probably span the entire stream.

Local City, County or COG priorities of project:

County priority for Federal Aid Funding

FHWA and/or OSHD approvals given, if any:

Pending

Location or Design Alternatives (identify and describe):

1. Replacement structure will be back on the original alignment - the site of an earlier bridge. No other feasible build alternatives.

2. No Build.

Other Descriptive Information or Comments:

(Attach project sketch map.)

*This may change as ownership records are not clear.
If "yes", the amount of right-of-way would be insignificant

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The project is situated in a minor river valley formed by Rock Creek. The county road follows the creek through the valley and dead ends in the upper reaches of the coast range. The valley consists of cleared land for grazing and mixed timber stands. The immediate project area is cleared with a ridarian woodland following the stream course. Rock Creek is a main tributary of the Nehalem River and is considered a significant stream for anadromous and resident fish.

2. Cultural:

Land use is primarily farmsteads, grazing land, and commercial timber stands. Rock Creek Road follows an abandoned logging railroad and connects the city of Vernonia to the old logging community of Keasey. Several homes abut the existing roadway alignment within the project section.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

No right-of-way acquisition believed required until further check.

2. Estimated Impact on Traffic Patterns:

No anticipated change in traffic volumes or traffic patterns.

Consequences--Air Quality, Noise, Safety, etc.:

Realignment of the road would improve highway safety.

3. Estimated Impact on Land Use:

No additional impact on land use.

Consequences:

None

4. Expected Impact on Natural Ecological Resources:

Minor impact on Rock Creek during bridge construction. No significant habitat loss is expected as a result of the new alignment.

Consequences:

None

5. Expected Impact on Cultural and Scenic Resources:

None expected since the new structure simply replaces the existing structure.

Consequences:

None

6. Preliminary Identification of Areas of Critical Concern:

None identified.

7. Potential for Controversial Issues:

None identified at this time. Liaison with affected property owners may reveal individual concerns.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

Not applicable.

b. Noise Standards Project will not appreciably change traffic noise parameters. This constitutes the FHPM 7-7-3 noise report.

c. Water Quality Standards

Bridge construction may result in a slight adverse impact to stream quality until natural revegetation of exposed soil areas occurs.

d. Area Land Use and Transportation Plans, and Zoning

Construction of the bridge would be consistent with Columbia County land use and transportation plans.

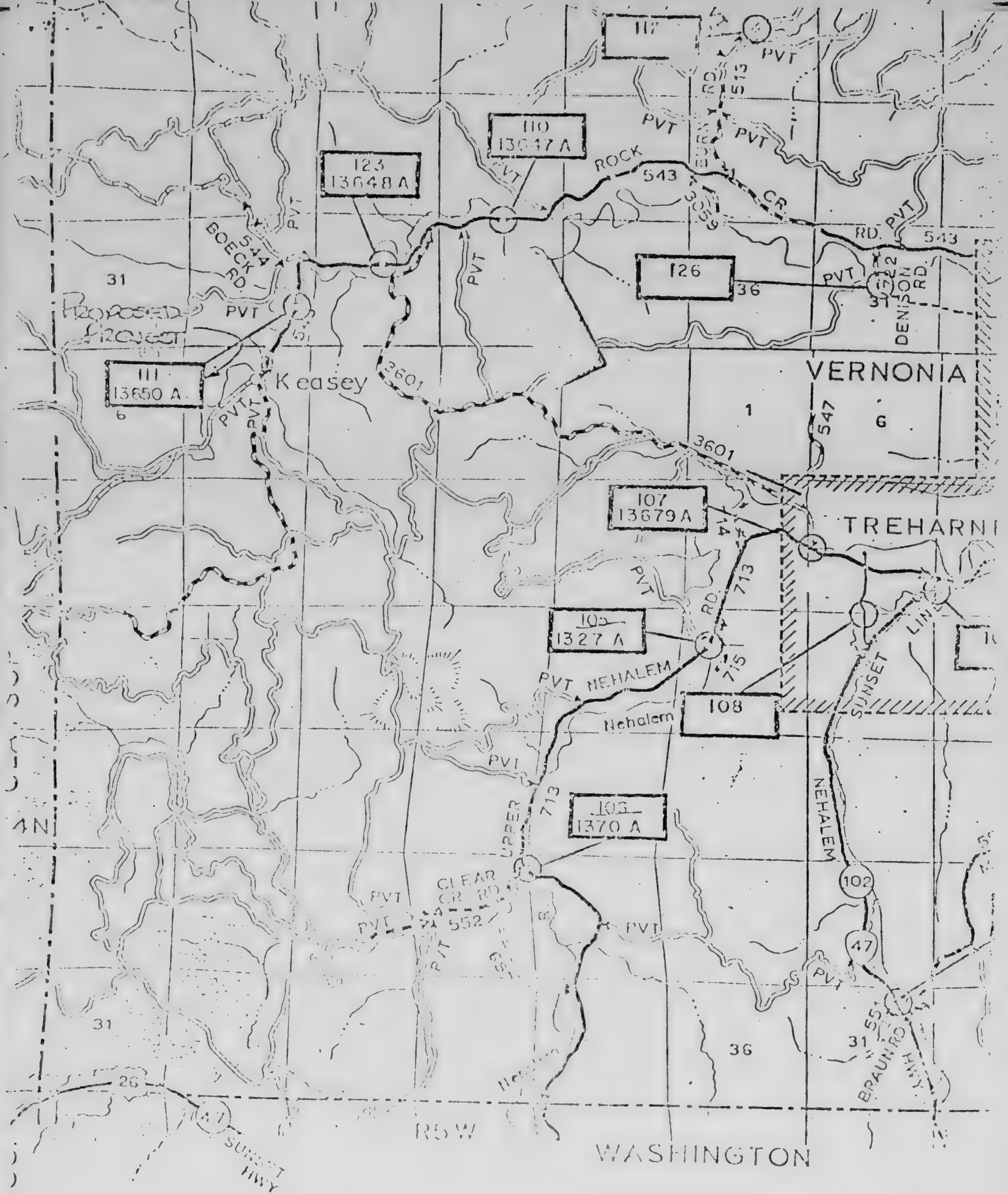
C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION-----------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	x ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

The significance of identified impacts is not sufficient to warrant further environmental study beyond the assessment stage.

D. Recommended Project Category: ____ 1 ____ 2 x 3 ____ 4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WASHINGTON

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Date January 20, 1978

Section Rock Creek Bridge #13648A (County #123)

Unit (if appl)

County Columbia

City

Highway Rock Creek Rd. #543 (MP 7.1)

State Hwy. No.

Termini: M.P.(if appl) -

Length 0.1 mile

Region I

Construction Estimate $117,000 (FAS-C)
Program Amount

B. Purpose of Project:

To replace an existing narrow, substandard, wood beam bridge and realign roadway approaches.

C. Origin & History of Project:

County FAS project request, dated 17 March 1977, was initiated by an administrative action of the Columbia County Commissioners.

D. General Description of Project:

The proposed project replaces the existing substandard bridge. The new structure will be built slightly upstream on the original bridge alignment which predates the existing bridge. The present bridge will be left in place to accommodate traffic until the new structure is completed.

Alignment: New ______ Existing x Combined ______

Typical Section: Existing: No. Lanes 2; Med. 0; Shldrs. 0; Parking 0

Proposed: No. Lanes 2; Med. 0; Shldrs. 4'; Parking 0

Traffic: Existing Facility: Existing ADT 250; Projected ADT -; Yr. -

Existing Level of Service ______

Proposed Facility: Projected ADT ______; Yr. ______

Projected Level of Service ______

734-3953 (10-75)

Right of Way: Additional anticipated __No__ (Yes, No); if yes, give approx. No. Parcels________

Acres________; Type of Relocation Req.__________________; No._________

Materials Source, Borrow, Waste Disposal Requirements, if any:

Some embankment may be required for shoulder widening and end fills.

Type of Structure(s):

Precast beam and concrete deck is being considered.

Brief Description of River or Stream and Type of Involvement, if any:

Rock Creek is tributary to the Nehalem River. The proposed structure would span the entire stream.

Local City, County or COG priorities of project:

County priority for FAS-C funding.

FHWA and/or OSHD approvals given, if any:

Pending

Location or Design Alternatives (identify and describe):

No build

Other Descriptive Information or Comments:

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The project is situated in a minor river valley formed by Rock Creek. The county road follows the creek through the valley and dead ends in the upper reaches of the Coast Range. The valley consists of cleared land for grazing and mixed timber stands. The immediate project area is open pasture with a riparian woodland following the course of the creek. Rock Creek is a tributary of the Nehalem River and is considered a significant stream for anadromous and resident fish.

2. Cultural:

Land use is primarily small farmsteads, grazing, and commercial timber stands. Rock Creek Road follows an abandoned logging railroad and connects the city of Vernonia with the old logging community of Keasey.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

   No additional right-of-way is required.

2. Estimated Impact on Traffic Patterns:

   No change in traffic volume or patterns will result.

   Consequences--Air Quality, Noise, Safety, etc.:

   Widening of the bridge would improve travel safety.

3. Estimated Impact on Land Use:

   No significant impact on land use is expected.

   Consequences:

   None

4. Expected Impact on Natural Ecological Resources:

   A minor temporary impact to Rock Creek may occur during bridge construction.

   Consequences:

5. Expected Impact on Cultural and Scenic Resources:

   None expected

   Consequences:

6. Preliminary Identification of Areas of Critical Concern:

None identified

7. Potential for Controversial Issues:

None identified at this time. Liaison with affected property owners may reveal individual concerns.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

Not applicable

b. Noise Standards

Traffic noise is not a significant issue in this project.

c. Water Quality Standards

Bridge construction may result in a slight adverse impact to stream quality until natural revegetation of exposed soil areas occurs.

d. Area Land Use and Transportation Plans, and Zoning

Construction of the bridge would be consistent with Columbia County land use and transportation plans.

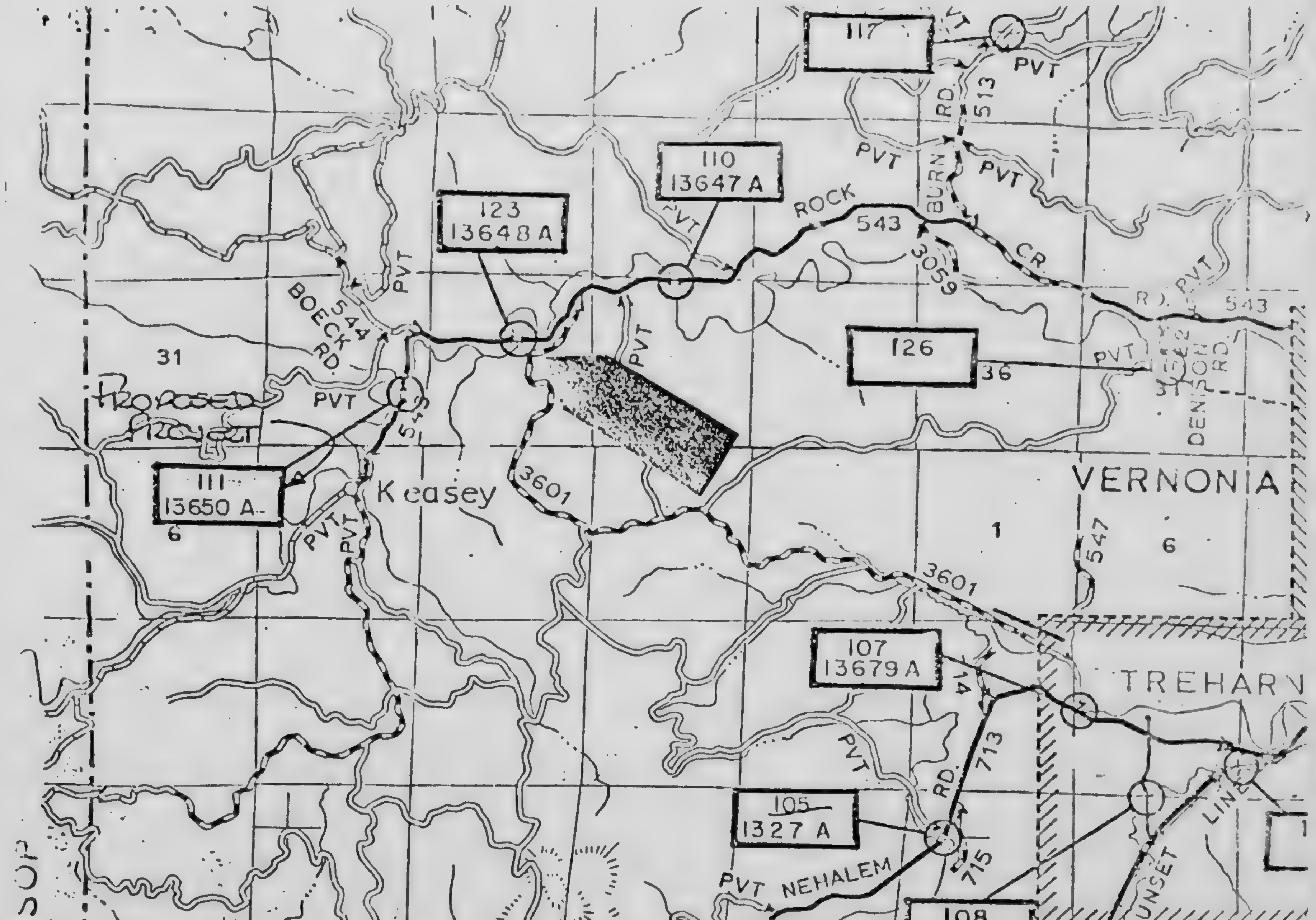
C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION-----------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	x ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

The significance of identified impacts is not sufficient to warrant further environmental study beyond the assessment stage.

D. Recommended Project Category: ____ 1 ____ 2 x 3 ____ 4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Nehalem
R5W
WASHINGTON
CO.

STATE OF OREGON
HIGHWAY DIVISION
ACCOUNTING

INTEROFFICE MEMO

TO: Vernon E. Skoog
Controller

DATE: January 25, 1978

FROM: Dettmar W. Jones D. W. Jones
Staff Auditor

SUBJECT: Pre-award Evaluation
OBEC/Columbia County
Rock Creek Bridges

Definition Statement

The referenced proposal calls for consultant (formerly Oregon Bridge Engineering Co., now OBEC) to perform both preliminary and construction engineering. County agrees to pay for the preliminary phase; OSHD and FHWA agree to participate in the construction engineering costs. The Agreement proposes actual cost plus fixed fee not to exceed 15% of construction cost.

Analysis

As we have stated in other such evaluations, we cannot accept open-ended proposals stating maximum costs as a percentage figure. We must use a specific dollar amount. With this understanding we require the following revisions:

Section VI - Payment, P.6: from the first sentence delete the words *"...by County ..."*.

In the same section, Par. A-4, P.7, rewrite the entire paragraph to read: *"State shall pay to consultant, as compensation for construction engineering, based upon his actual costs plus fixed fee, an amount not to exceed $44,395 as stipulated in Exhibit 'A'. This amount is payable in monthly increments plus a percentage of the fixed fee directly related to the percentage of construction work completed. When total construction engineering costs billed by consultant exceed $44,395 the County shall pay directly to consultant the additional amounts, not to exceed 15% of construction costs."*

In the same section, Par. B, also P. 7., add the words *"...construction engineering..."* as indicated.

Exhibit "A", P. 1 of 3: correct a typographical error, as indicated, in the subtotal figure, and correct the *"Not to exceed"* figure to *$44,395*.

Conclusion

Contingent upon the revisions noted above, we recommend approval of the proposed agreement.

DWJ:njc
cc: G. W. Wimer ✓
R. J. Hacek

APPROVED
V. E. SKOOG, Controller
Oregon State Highway Division

81-125-1387

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION

INTEROFFICE MEMO
Metropolitan Branch

TO: D. H. MOEHRING, Head
Project Management Section

DATE: January 13, 1978

FROM: MAX J. KLOTZ
Technical Services Engineer

SUBJECT: FAS-C Project Request Packets
3 Rock Creek Bridges
Rock Creek Road #543
Columbia County
Planning File Nos. 77-167
77-168
77-169

Submitted herewith are request packets to cover the Preliminary Engineering for the replacement of three bridges (#13647A, 13648A and 13650A) on Rock Creek County Road in Columbia County.

The work is to be performed by the county's consultant engineer.

Each packet contains:

- Authority for Survey *To Terpin 1/16-78*
- Federal Aid Project Request
- Project Assessment
- Project Information Sheet
- Agreement Information Sheet
- Consultant Agreement *To H*
- Miscellaneous correspondence

The county would like to let these three structures as a single contract in the Summer of 1978.

ja
Enclosures
cc: F. R. Terpin
D. R. Adams
J. R. Rose

PROJECT MANAGEMENT
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81-125-1387

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Date 22 December 1977

Section Rock Creek Bridge #13647A (County Br. #110)

Unit (if appl)

County Columbia

City

Highway Rock Creek #543

State Hwy. No.

Termini: M.P.(if appl) 6.7

Length 0.2 approx

Region

Construction Estimate $145,000 (FAS-C) Program Amount

B. Purpose of Project:

To construct a new bridge on a slightly improved alignment, replacing an existing narrow bridge.

C. Origin & History of Project:

County FAS project request, dated 17 March 1977 was initiated by administrative action of the Columbia County Commissioners

---

D. General Description of Project:

The proposed project replaces a substandard narrow bridge with a new alignment upstream and adjacent to the existing bridge. The proposed new alignment actually is the original bridge site which predates the existing structure.

Alignment: New ______ Existing ______ Combined X

Typical Section: Existing: No. Lanes 2; Med. 0; Shldrs. 2'; Parking 0

Proposed: No. Lanes 2; Med. 0; Shldrs. 4'; Parking 0

Traffic: Existing Facility: Existing ADT 250; Projected ADT ______; Yr. ______

Existing Level of Service ______

Proposed Facility: Projected ADT ______; Yr. ______

Projected Level of Service ______

Right of Way: Additional anticipated NO*; if yes, give approx. No. Parcels________
Yes, No

Acres_______; Type of Relocation Req.________________; No.________

Materials Source, Borrow, Waste Disposal Requirements, if any:

Some embankment may be required for shoulder widening and end fills.

Type of Structure(s):

Precast concrete beam and concrete deck structure is being considered.

Brief Description of River or Stream and Type of Involvement, if any:

Rock Creek is a tributary of the Nehalem River, and a relatively small stream. The proposed structure would probably span the entire stream.

Local City, County or COG priorities of project:

County priority for Federal Aid Funding

FHWA and/or OSHD approvals given, if any:

Pending

Location or Design Alternatives (identify and describe):

1. Replacement structure will be back on the original alignment - the site of an earlier bridge. No other feasible build alternatives.

2. No Build.

Other Descriptive Information or Comments:

(Attach project sketch map.)

*This may change as ownership records are not clear.
If "yes", the amount of right-of-way would be insignificant

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The project is situated in a minor river valley formed by Rock Creek. The county road follows the creek through the valley and dead ends in the upper reaches of the coast range. The valley consists of cleared land for grazing and mixed timber stands. The immediate project area is cleared with a ridarian woodland following the stream course. Rock Creek is a main tributary of the Nehalem River and is considered a significant stream for anadromous and resident fish.

2. Cultural:

Land use is primarily farmsteads, grazing land, and commercial timber stands. Rock Creek Road follows an abandoned logging railroad and connects the city of Vernonia to the old logging community of Keasey. Several homes abut the existing roadway alignment within the project section.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

No right-of-way acquisition believed required until further check.

2. Estimated Impact on Traffic Patterns:

No anticipated change in traffic volumes or traffic patterns.

Consequences--Air Quality, Noise, Safety, etc.:

Realignment of the road would improve highway safety.

3. Estimated Impact on Land Use:

No additional impact on land use.

Consequences:

None

4. Expected Impact on Natural Ecological Resources:

Minor impact on Rock Creek during bridge construction. No significant habitat loss is expected as a result of the new alignment.

Consequences:

None

5. Expected Impact on Cultural and Scenic Resources:

None expected since the new structure simply replaces the existing structure.

Consequences:

None

6. Preliminary Identification of Areas of Critical Concern:

None identified.

7. Potential for Controversial Issues:

None identified at this time. Liaison with affected property owners may reveal individual concerns.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

Not applicable.

b. Noise Standards

Traffic noise is not a significant issue in this project.

c. Water Quality Standards

Bridge construction may result in a slight adverse impact to stream quality until natural revegetation of exposed soil areas occurs.

d. Area Land Use and Transportation Plans, and Zoning

Construction of the bridge would be consistent with Columbia County land use and transportation plans.

C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION------------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	_x_ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

The significance of identified impacts is not sufficient to warrant further environmental study beyond the assessment stage.

D. Recommended Project Category: _____ 1 _____ 2 __x__ 3 _____ 4

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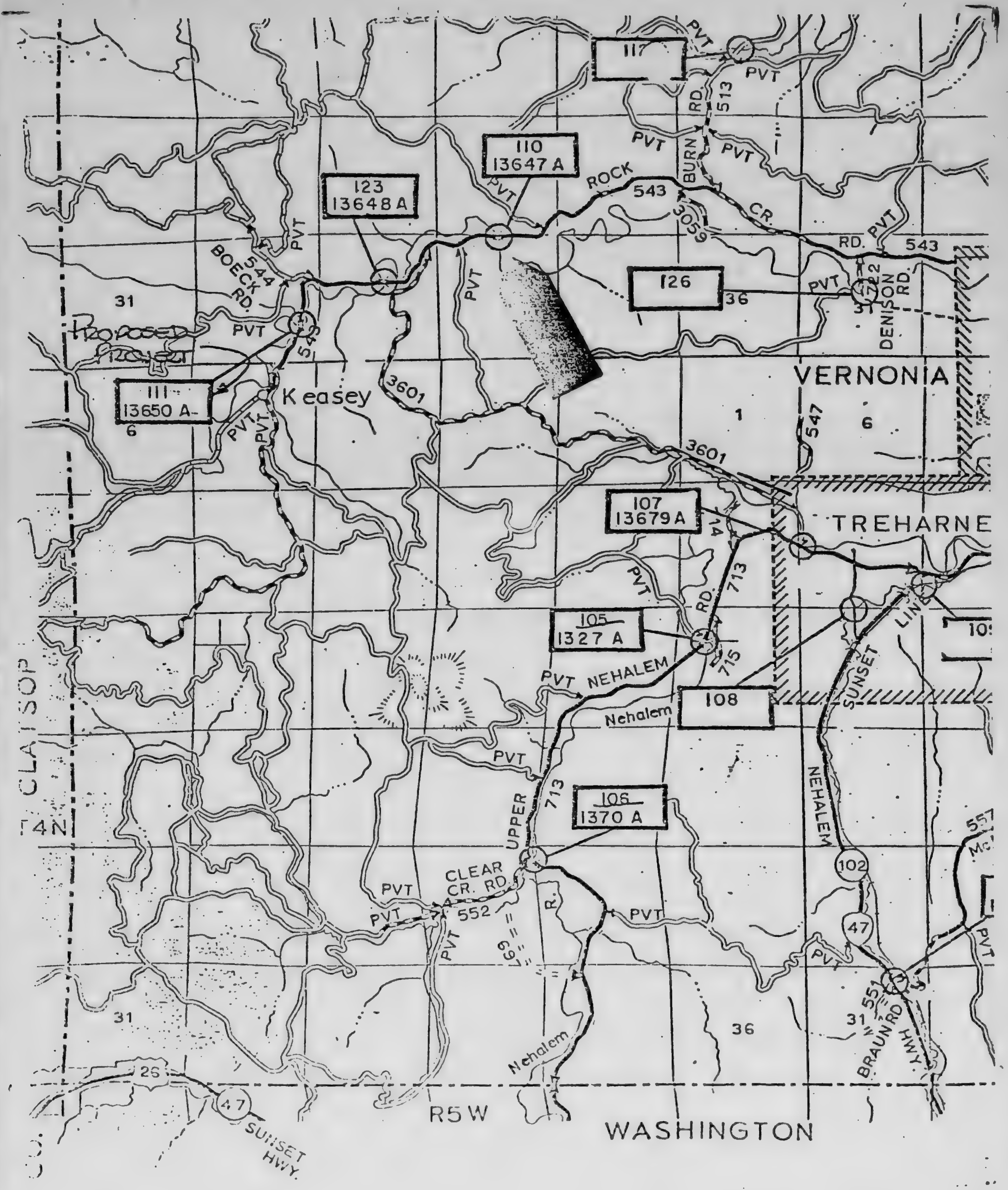

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R5W
WASHINGTON
CO.

PROJECT INFORMATION SHEET
(to be submitted with the project request)

Section Rock Creek Bridge #110 Date 10/5/77
Highway Rock Creek #543 County Columbia

Existing Facility

Access control? None parking restrictions? No
Airport within 2 miles? None name
Water development in the area? None
Recreation areas None
Historical areas None

Roadway: no. lanes 2 paved shoulders? no shoulders
pavement width 18 ft

Structures: MP description
two span timber bridge crossing rock creek
approx length 85ft
deck width 21 ft

Signals: location None

Descriptions of adjacent sections

West end: two lanes, pavement width 18 ft, no shoulders
East end: two lanes, pavement width 18 ft, no shoulders

Railroad crossings None

Name of railroad no. of tracks
Number of trains no. of hi-speed trains
Present protection
Proposed protection
Railroad benefits

AGREEMENT INFORMATION SHEET

Project

Agency Date

Type of Project

The agreement on this project should provide for the following responsibilities where applicable:

	State	Applicant	Consultant
Field Survey	( )	( )	(X)
Soils Investigation	(X)	( )	(X)
Base Design	(X)	( )	(X)
Bridge Design	(X)	( )	(X)
Signal Design	( )	( )	( )
Final Design and Specs	(X)	( )	( )
Acquire R/W	( )	( )	( )
Relocate Utilities	( )	(X)	( )
Construction Engineering	( )	( )	(X)
Environmental Statements	(X)	( )	(X)

	State	Applicant	Contractor
Maintenance During Construction	( )	( )	( )
Maintenance After Completion - Roadway	( )	( )	
Maintenance After Completion - Signals	( )	( )	
Power Consumption - Signals	( )	( )	
Power Consumption - Lighting	( )	( )	
Pay for Irrigation Water	( )	( )	

Construction will be by Contract (X) State Forces ( ) Local Forces ( )

Advance Deposit for PE Required Yes (X) No ( )

State will Advertise, Let and Award All Contracts

State will Monitor Preliminary Engineering and Construction Activities for Federal Compliance

2/77

STATE OF OREGON **INTEROFFICE MEMO**

TO: GERRY WIMER
Local Government Programs Engineer

DATE: August 16, 1977

FROM: JON ROSE Jon Rose
Federal Aid Engineer

SUBJECT: FAS-C Project Request
Three Bridges
Rock Creek
Columbia County

Here are three requests for FAS-C projects to replace County bridges No. 110, 111 and 123 over Rock Creek in Columbia County. These were submitted by Oregon Bridge Engineering Company on behalf of Columbia County and were accompanied by environmental assessments. I have contacted the County several times, both verbally and by letter, to learn whether the County will use consultant services for preliminary and construction engineering and, if so, to urge preparation of the county-consultant agreement. The County did indicate that it has extended its annual agreement with Oregon Bridge, but there has been no word that Oregon Bridge will handle this specific project. No consultant agreement has been received.

It is METRO's policy to submit projects such as this in a package but because of complaints from Oregon Bridge that the State is negligent in pursuing these, the requests are forwarded now for your consideration.

We are retaining copies of the request and the project environmental assessment at METRO for review; we will send the consultant agreement if and when it arrives, and the requests are sent to you for whatever action appears appropriate. Please advise what our next step should be.

JR/ldo

Attachments

cc: Region 1 w/attachments

81-125-1387

OREGON BRIDGE ENGINEERING CO.
CONSULTING ENGINEERS

DESIGN & CONSTRUCTION
ENGINEERING

P. O. BOX 72, SPRINGFIELD, OREGON 97477
TELEPHONE: (503) 746-9673

May 2, 1977

Mr. Jon Rose
Regional Federal Aid Engineer
OSHD, Metro Section
5821 N.E. Glisan
Portland, Oregon 97213

ME FE PR1 PR2 DE
O.S.H.D. - METRO
MAY 5 1977
OE
FILE T/A

RE: Rock Creek Bridge FAS-C Projects
Columbia Co.

Enclosed are the Federal Aid Project Requests from Columbia Co. together with a draft project assessment for each structure. I assume your office will make up the final Highway Division assessments.

Some R/W problems exist at this stage, and it will have to be determined if the state or county still has sufficient R/W for the structure at MP 6.7 and of course R/W will be required for the proposed new alignment at MP 8.2.

Construction of the projects under a single contract is scheduled for summer 1978. When we have notice of acceptance of the project for federal funding we will then submit our consultants agreement.

Please keep us informed on the progress of this request.

Very truly yours,

Wally Palmateer

W. A. Palmateer

WAP:lc
enclosures

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Section Rock Creek Bridge #13648A (County #123)	Date December 22, 1977
	Unit (if appl)
County Columbia	City
Highway Rock Creek Rd. #543 (MP 7.1)	State Hwy. No.
Termini: M.P.(if appl) -	Length 0.1 mile
Region I	Construction Estimate $117,000 (FAS-C) Program Amount

---

B. Purpose of Project:

To replace an existing narrow, substandard, wood beam bridge and realign roadway approaches.

C. Origin & History of Project:

County FAS project request, dated 17 March 1977, was initiated by an administrative action of the Columbia County Commissioners.

D. General Description of Project:

The proposed project replaces the existing substandard bridge. The new structure will be built slightly upstream on the original bridge alignment which predates the existing bridge. The present bridge will be left in place to accommodate traffic until the new structure is completed.

Alignment: New ____ Existing X Combined ____

Typical Section: Existing: No. Lanes 2; Med. 0; Shldrs. 0; Parking 0

Proposed: No. Lanes 2; Med. 0; Shldrs. 4'; Parking 0

Traffic: Existing Facility: Existing ADT 250; Projected ADT -; Yr. -

Existing Level of Service ____

Proposed Facility: Projected ADT ____; Yr. ____

Projected Level of Service ____

734-3953 (10-75)

Right of Way: Additional anticipated No ; if yes, give approx. No. Parcels ________
Yes, No

Acres ________; Type of Relocation Req. ________________; No. ________

Materials Source, Borrow, Waste Disposal Requirements, if any:

Some embankment may be required for shoulder widening and end fills.

Type of Structure(s):

Precast beam and concrete deck is being considered.

Brief Description of River or Stream and Type of Involvement, if any:

Rock Creek is tributary to the Nehalem River. The proposed structure would span the entire stream.

Local City, County or COG priorities of project:

County priority for FAS-C funding.

FHWA and/or OSHD approvals given, if any:

Pending

Location or Design Alternatives (identify and describe):

No build

Other Descriptive Information or Comments:

(Attach project sketch map.)

ART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The project is situated in a minor river valley formed by Rock Creek. The county road follows the creek through the valley and dead ends in the upper reaches of the Coast Range. The valley consists of cleared land for grazing and mixed timber stands. The immediate project area is open pasture with a riparian woodland following the course of the creek. Rock Creek is a tributary of the Nehalem River and is considered a significant stream for anadromous and resident fish.

2. Cultural:

Land use is primarily small farmsteads, grazing, and commercial timber stands. Rock Creek Road follows an abandoned logging railroad and connects the city of Vernonia with the old logging community of Keasey.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

   No additional right-of-way is required.

2. Estimated Impact on Traffic Patterns:

   No change in traffic volume or patterns will result.

   Consequences--Air Quality, Noise, Safety, etc.:

   Widening of the bridge would improve travel safety.

3. Estimated Impact on Land Use:

   No significant impact on land use is expected.

   Consequences:

   None

4. Expected Impact on Natural Ecological Resources:

   A minor temporary impact to Rock Creek may occur during bridge construction.

   Consequences:

5. Expected Impact on Cultural and Scenic Resources:

   None expected

   Consequences:

6. Preliminary Identification of Areas of Critical Concern:

None identified

7. Potential for Controversial Issues:

None identified at this time. Liaison with affected property owners may reveal individual concerns.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

Not applicable

b. Noise Standards

Traffic noise is not a significant issue in this project.

c. Water Quality Standards

Bridge construction may result in a slight adverse impact to stream quality until natural revegetation of exposed soil areas occurs.

d. Area Land Use and Transportation Plans, and Zoning

Construction of the bridge would be consistent with Columbia County land use and transportation plans.

C. Recommended Type of Action and Documentation:

------------MAJOR ACTION-----------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	_x_ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

The significance of identified impacts is not sufficient to warrant further environmental study beyond the assessment stage.

D. Recommended Project Category: _____ 1 _____ 2 __x__ 3 _____ 4

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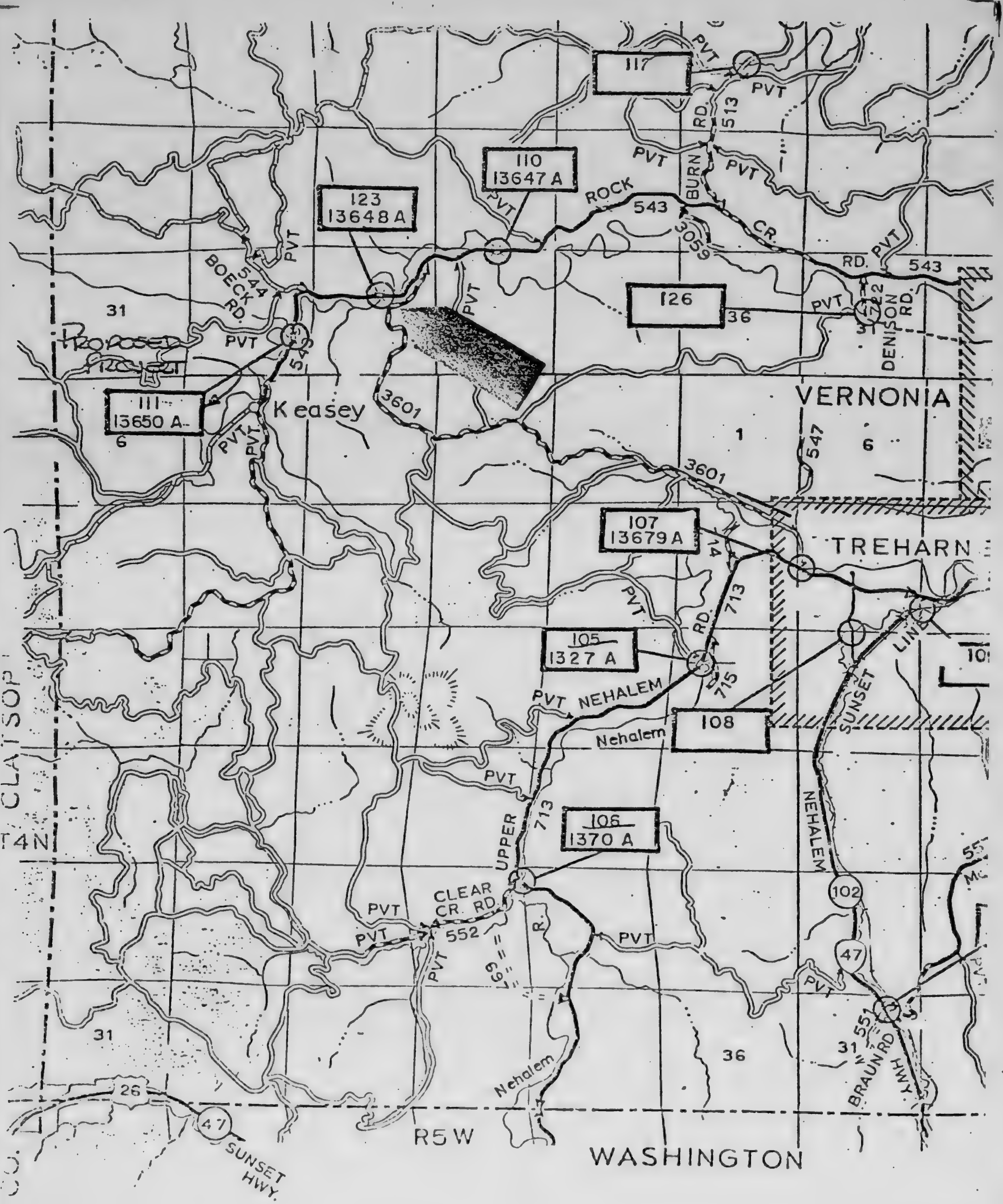
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WASHINGTON
CO.

PROJECT INFORMATION SHEET
(to be submitted with the project request)

Section Rock Creek Bridge #123 Date 10/5/77

Highway Rock Creek #543 County Columbia

Existing Facility

Access control? None parking restrictions? No
Airport within 2 miles? None name
Water development in the area? None
Recreation areas None
Historical areas None

Roadway: no. lanes 2 paved shoulders? no shoulders
pavement width 18 ft

Structures: MP description
one span timber bridge crossing rock creek
approx. length 110 ft
deck width 15 ft.

Signals: location None

Descriptions of adjacent sections

West end: Two lanes, pavement width 18ft, no shoulders
East end: Two lanes, pavement width 18ft, no shoulders

Railroad crossings None

Name of railroad no. of tracks
Number of trains no. of hi-speed trains
Present protection
Proposed protection
Railroad benefits

AGREEMENT INFORMATION SHEET

Project____

Agency______________________________ Date________________

Type of Project____

The agreement on this project should provide for the following responsibilities where applicable:

	State	Applicant	Consultant
Field Survey	( )	( )	(X)
Soils Investigation	(X)	( )	(X)
Base Design	(X)	( )	(X)
Bridge Design	(X)	( )	(X)
Signal Design	( )	( )	( )
Final Design and Specs	(X)	( )	( )
Acquire R/W	( )	( )	( )
Relocate Utilities	( )	(X)	( )
Construction Engineering	( )	( )	(X)
Environmental Statements	(X)	( )	(X)

	State	Applicant	Contractor
Maintenance During Construction	( )	( )	( )
Maintenance After Completion - Roadway	( )	( )	
Maintenance After Completion - Signals	( )	( )	
Power Consumption - Signals	( )	( )	
Power Consumption - Lighting	( )	( )	
Pay for Irrigation Water	( )	( )	

Construction will be by Contract (X) State Forces ( ) Local Forces ( )

Advance Deposit for PE Required Yes (X) No ( )

State will Advertise, Let and Award All Contracts

State will Monitor Preliminary Engineering and Construction Activities for Federal Compliance

2/77

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Section Rock Creek Br. #13650A (County #111)
Date 22 December 1977
County Columbia
Unit (if appl)
Highway Rock Creek Rd. #543
City
State Hwy. No.
Termini: M.P.(if appl)
Length
Region I
Construction Estimate $327,000 (FAS-C)
Program Amount

B. Purpose of Project:

To construct a new bridge on new alignment to replace an existing narrow steel truss. Major change in alignment.

C. Origin & History of Project:

County FAS Project Request, dated 17 March 1977, was initiated by an administrative action of the Columbia County Commissioners.

D. General Description of Project:

The proposed project replaces an existing substandard bridge on a new alignment. Approximately 0.5 mile of grading will be required.

Alignment: New x Existing ____ Combined ____

Typical Section: Existing: No. Lanes 2; Med. 0; Shldrs. 0; Parking 0
Proposed: No. Lanes 2; Med. 0; Shldrs. 4'; Parking 0

Traffic: Existing Facility: Existing ADT 200; Projected ADT -; Yr. ____
Existing Level of Service ____

Proposed Facility: Projected ADT ____; Yr. ____
Projected Level of Service ____

Right of Way: Additional anticipated Yes (Yes, No); if yes, give approx. No. Parcels 1

Acres 6.0± ; Type of Relocation Req. None ; No. ____

Materials Source, Borrow, Waste Disposal Requirements, if any:

Borrow will probably be required for embankment, roadway, and bridge ends.

Type of Structure(s):

Precast beams and concrete deck is being considered

Brief Description of River or Stream and Type of Involvement, if any:

It is anticipated the bridge will span the entire stream.

Local City, County or COG priorities of project:

County priority for FAS-C funding.

FHWA and/or OSHD approvals given, if any:

Pending

Location or Design Alternatives (identify and describe):

1. Realignment of road behind existing homes (recommended alternative).
2. Replacement of bridge on existing alignment, which would be difficult.
3. No build

Other Descriptive Information or Comments:

- Existing bridge will serve traffic until new structure is completed
- New alignment will pass to the west of several homes located on either side of the existing road. The present road will remain after completion of the project to provide access to these homes; however, the existing bridge will be removed.

(Attach project sketch map.)

ART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The project is situated at the head of a minor river valley formed by Rock Creek. The county road follows the creek through the valley and dead ends in the upper reaches of the Coast Range. The valley consists of cleared land for grazing and mixed timber stands. The immediate project area is cleared, with occasional trees and patches of brush. Large alder trees line the stream course. Rock Creek is a tributary to the Nehalem River and is considered a significant stream for anadromous and resident fish.

2. Cultural:

Land use is primarily small farmsteads, grazing land, and commercial timber stands. Rock Creek Road follows an abandoned logging railroad and connects the City of Vernonia to the old logging community of Keasey. Several homes abut the existing roadway alignment within the project section.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

Unknown at present. Could be of some concern to one property owner. No relocations are expected to be required.

2. Estimated Impact on Traffic Patterns:

No effect other than to divert traffic flow from existing roadway to an area further away from present homes.

Consequences--Air Quality, Noise, Safety, etc.:

Widening and realignment of bridge will improve highway safety.

3. Estimated Impact on Land Use:

Minor impact. Proposed right-of-way is presently undeveloped.

Consequences:

Convert undeveloped land to roadway use.

4. Expected Impact on Natural Ecological Resources:

Minor impact on Rock Creek during bridge construction. No significant habitat loss is expected as a result of the new alignment.

Consequences:

5. Expected Impact on Cultural and Scenic Resources:

No significant impacts are expected.

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

None identified

7. Potential for Controversial Issues:

None identified at this time. Liaison with affected property owners may reveal individual concerns.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

Not applicable

b. Noise Standards

Traffic noise is not a significant issue in this project.

c. Water Quality Standards

Bridge construction may result in a slight adverse impact to stream quality until natural revegetation of exposed soil areas occurs.

d. Area Land Use and Transportation Plans, and Zoning

Construction of the bridge would be consistent with Columbia County land use and transportation plans.

C. Recommended Type of Action and Documentation:

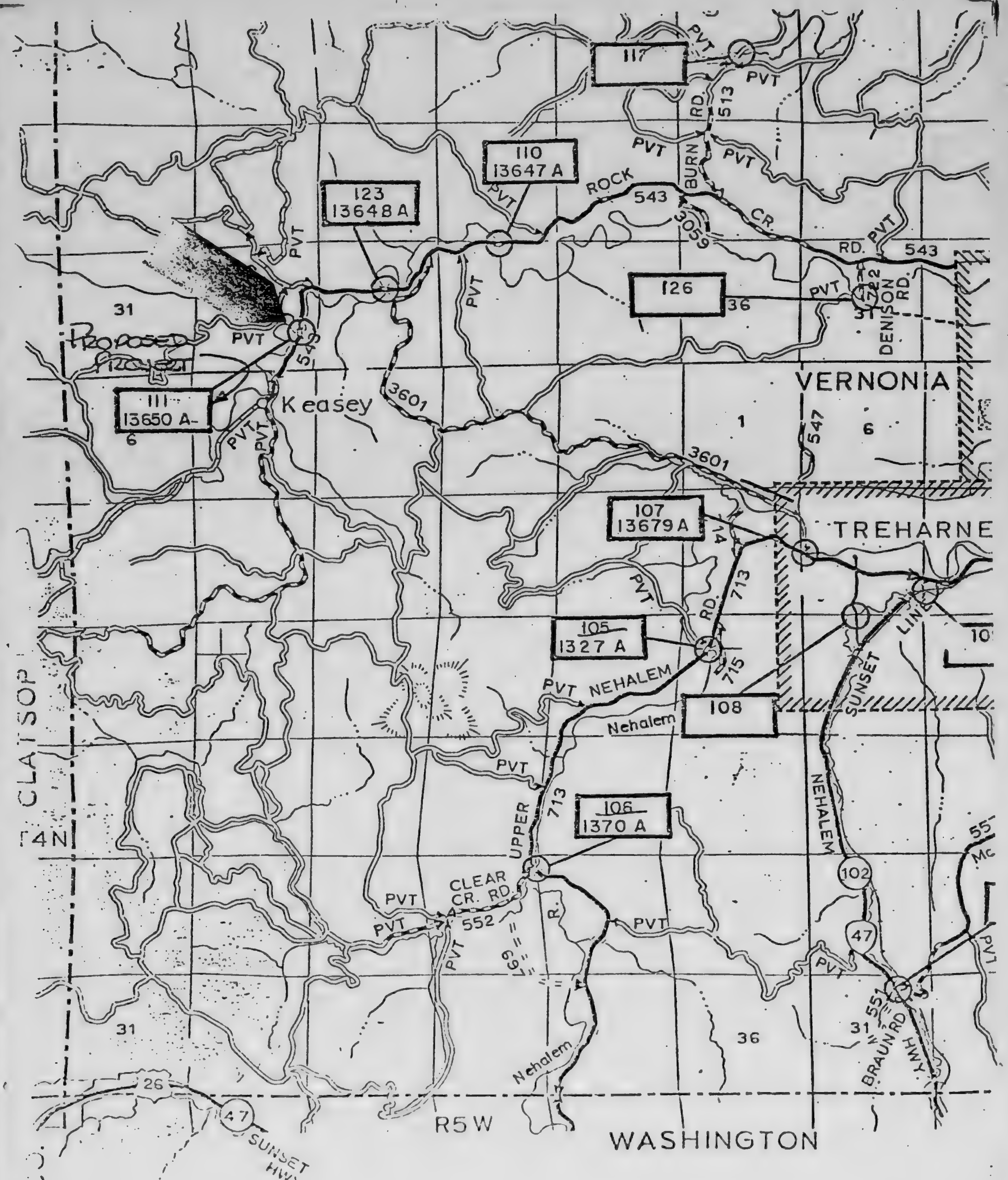
------------MAJOR ACTION-----------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	_x_ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

The significance of identified impacts is not sufficient to warrant further environmental study beyond the assessment stage.

D. Recommended Project Category: ____ 1 ____ 2 _x_ 3 ____ 4

GK



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R5W
WASHINGTON
CLATSOP CO.
T4N

PROJECT INFORMATION SHEET
(to be submitted with the project request)

Section Rock Creek Bridge #111 Date 10/5/77
Highway Rock Creek #543 County Columbia

Existing Facility

Access control? None parking restrictions? No
Airport within 2 miles? None name
Water development in the area? None
Recreation areas None
Historical areas None

Roadway: no. lanes 1 paved shoulders? no shoulders
pavement width 12 ft

Structures: MP description
one span truss bridge and one timber span combined length
of 145ft crossing rock creek
deck width 15 ft.

Signals: location None

Descriptions of adjacent sections

West end: one lane, pavement width 12ft, no shoulders
East end: one lane, pavement width 12ft, no shoulders

Railroad crossings None

Name of railroad no. of tracks
Number of trains no. of hi-speed trains
Present protection
Proposed protection
Railroad benefits

AGREEMENT INFORMATION SHEET

Project________________ ______________________________ __________________________

Agency____ Date______________________

Type of Project____

The agreement on this project should provide for the following responsibilities where applicable:

	State	Applicant	Consultant
Field Survey	☐	☐	☒
Soils Investigation	☒	☐	☒
Base Design	☒	☐	☒
Bridge Design	☒	☐	☒
Signal Design	☐	☐	☐
Final Design and Specs	☒	☐	☐
Acquire R/W	☐	☐	☐
Relocate Utilities	☐	☒	☐
Construction Engineering	☐	☐	☒
Environmental Statements	☒	☐	☒

	State	Applicant	Contractor
Maintenance During Construction	☐	☐	☐
Maintenance After Completion - Roadway	☐	☐	
Maintenance After Completion - Signals	☐	☐	
Power Consumption - Signals	☐	☐	
Power Consumption - Lighting	☐	☐	
Pay for Irrigation Water	☐	☐	

Construction will be by Contract ☒ State Forces ☐ Local Forces ☐

Advance Deposit for PE Required Yes ☒ No ☐

State will Advertise, Let and Award All Contracts

State will Monitor Preliminary Engineering and Construction Activities for Federal Compliance

2/77

RCB000'

77-161

2

Form E-39 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Rock Creek Bridge #13647A, #13,648A & #13650A

Highway FAS A756 Keasey Road

County Columbia

Date December 5, 1977

Authorization No. 1

Survey Prefix 505-1934 (Assigned by Salem office)

Description of termini, route, length, etc.:

Bridge site is located on county road between Vernonia and Keasey 4.5 miles west, 5.5 mi. west &7.5 m. west of state highway #47 in Vernonia. Overall length of survey is 1.8 mile.

Proposed:

Replace existing bridge and realign roadway. County road #110

Purpose of survey:

County consultant to perform field survey, prepare plans, specifications, and estimate.

State to monitor PE, review and approve plans, and complete PS & E.

RS-A756(1)
4-7-78

FASC
Category III N-M

		Estimate of Cost
Field Survey	(901)	900
Citizen Participation	(902)	
City or County	(903)	27,000
Consultant	(904)	
Final Design	(905)	1,000
Bridge Design	(906)	1,500
Preliminary Design	(907)	
R/W Descriptions	(909)	1,000
Soils & Geology	(910)	600
Traffic	(911)	
Landscape	(912)	
Liaison	(913)	400
Utility	(914)	300
Photogrammetry	(916)	[illegible]
Location Studies	(918)	500
Engr. Graphics	(919)	
Office Engineer	(920)	
Specifications	(921)	1,500
Environmental	(923)	
Planning	(924)	
Foundation Exploration	(926)	500
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey $36,200

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) .

Total all authorizations approved (Salem) . .

Requests made by:

. T. Ewen, Metro Location Engineer

Recommended for Approval:

M. J. Klotz, Metro Technical Services Engineer

Recommended for Approval:

Location Engineer

Approved:

Tech. Serv. Engr. ~~Assistant State Highway Engineer~~

SP*23604-734

N M

7/15

November 9, 1977

Board of County Commissioners
Columbia County
Courthouse
St. Helens, OR 97051

Attention: Roy A. Nelson
County Clerk

MISC. CONTRACTS &
AGREEMENTS No. 6325

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering construction of the Rock Creek Bridges on Keasey Road.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Don Harwell (agree. att.)

DATE: September 9, 1977

TO: OREGON TRANSPORTATION COMMISSION

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: FAS-C Project Request

On the consent calendar for the September 22 meeting will be a request for approval of a Federal Aid Secondary System Project.

Columbia County is requesting a $589,000 project to replace three deficient bridges across Rock Creek on Keasey Road west of the City of Vernonia.

Federal Aid Secondary funds for this project are estimated at $506,540 with the State and County each providing approximately $41,230 in match funds.

This project has been investigated and is eligible for funding under the Federal Aid Secondary Program. I recommend your approval and request authority to sign the project agreement for and on your behalf.

Attachment

GEZ:lml

bc: R. A. Burco
F. B. Klaboe
L. W. Rulien
C. W. Head
E. S. Hunter
R. N. Bothman
E. L. Hardt
V. E. Skoog
D. N. Harwell
George Bell

COLUMBIA COUNTY
Proposed FAS-C Project

Rock Creek Bridges (3)
Keasey Road, A 756
Grade, Pave and Structures
$589,000

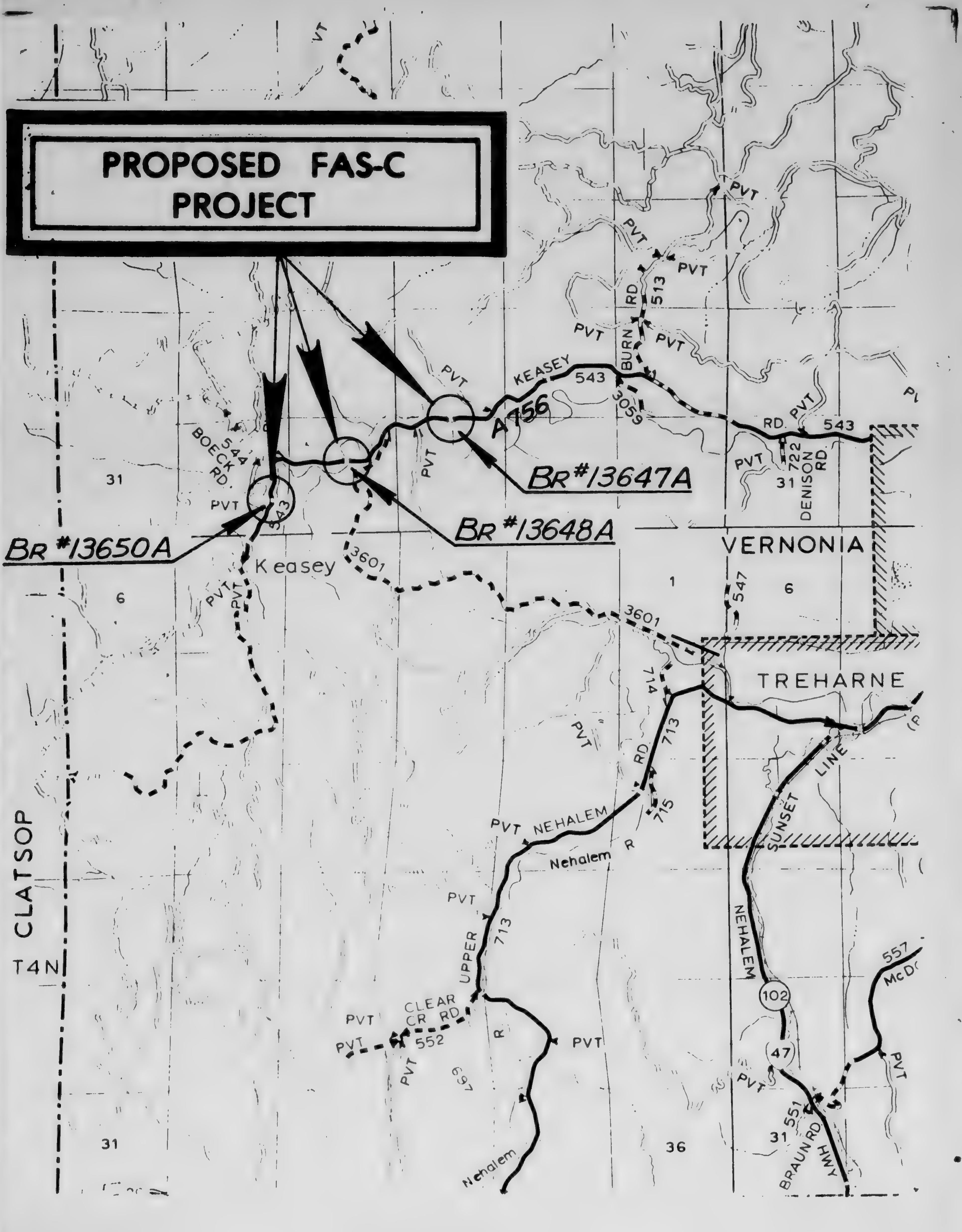
This project consists of replacing three deficient bridges on Keasey Road across Rock Creek. Bridge No. 13647A is 85 feet long and 20.5 feet wide and has a concrete main span with a wood approach span. The new structure will be approximately 100 feet long and will require some road realingment and approach work.

Bridge No. 13648A is a wood structure 57 feet long and 14.8 feet wide. The replacement structure will be approximately 75 feet in length and will be placed on existing alignment.

Bridge No. 13650A is a steel truss structure 142 feet long and 15.2 feet wide and will be removed after the new structure is complete. The new structure will be approximately 175 feet long and will be placed on new alignment upstream from the existing bridge.

County will engage a consultant to perform preliminary and construction engineering.

77-c
9/6/77


PROPOSED FAS-C PROJECT
Br #13650A
Br #13648A
Br #13647A
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BOECK RD. 544
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STATE OF OREGON **INTEROFFICE MEMO**

TO: GERRY WIMER
Local Government Programs Engineer

DATE: August 16, 1977

FROM: JON ROSE Jon Rose
Federal Aid Engineer

SUBJECT: FAS-C Project Request
Three Bridges
Rock Creek
Columbia County

Here are three requests for FAS-C projects to replace County bridges No. 110, 111 and 123 over Rock Creek in Columbia County. These were submitted by Oregon Bridge Engineering Company on behalf of Columbia County and were accompanied by environmental assessments. I have contacted the County several times, both verbally and by letter, to learn whether the County will use consultant services for preliminary and construction engineering and, if so, to urge preparation of the county-consultant agreement. The County did indicate that it has extended its annual agreement with Oregon Bridge, but there has been no word that Oregon Bridge will handle this specific project. No consultant agreement has been received.

It is METRO's policy to submit projects such as this in a package but because of complaints from Oregon Bridge that the State is negligent in pursuing these, the requests are forwarded now for your consideration.

We are retaining copies of the request and the project environmental assessment at METRO for review; we will send the consultant agreement if and when it arrives, and the requests are sent to you for whatever action appears appropriate. Please advise what our next step should be.

JR/ldo

Attachments

cc: Region 1 w/attachments

[illegible] that we will
[illegible] Sept. Comm meeting.
[illegible] next step is to get consultant
[illegible] so P.E. [illegible] authorized
He is working w/County to this end.

2

PROJECT MANAGEMENT
PME ☐ CCE ☑ OM ☐
LGE ☑ FAE ☐ OPE ☐
AUG 17 1977

File: PM FA
LG OP
TAA Zehner

1) Submit to Comm
2) Answer Rose
By phone 8 25

81-125-1387

FEDERAL AID PROJECT REQUEST

Date March 17, 1977

Applicant Agency Columbia County

Request for: Off-System ____, FAS-C X, FAUS ____ Project

Federal Aid Route No. ____ Route Name Rock Creek Road #543

Project Name Rock Creek Bridges

Project Length 0.6 Mile Project Location (Attach sketch map)

Project Description Replacement of existing Rock Creek Bridge #13650A (County #111) on new alignment and 0.5 mile road construction.

Average Daily Traffic Est. 150 Design Speed 50

Complete Applicable Sections:

RECEIVED

Columbia County Road Department

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 22' Travel Lanes 2 Shoulders 2'

Medians - Parking -

Sidewalks -

Remarks -

2. Desired Roadway Cross Section: (Attach sketch)

Width 24' Travel Lanes 2 Shoulders 4'

Medians - Parking -

Curbed - Length Curb Radii -

Sidewalk/Bikeway -

Remarks -

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width ____ Minimum ____ Maximum ____

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ____ No X

3. Will additional right-of-way be needed? Yes X No ____
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes X No ____
Remarks ____

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

2. Proposed Signalization:

Location None

Type

Phases

Type of Suspension

Interconnected

Remarks

3. Permanent Signing:

Include in project or by applicant? None

4. Permanent Striping:

Include in project or by applicant? Applicant

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

None

2. Proposed Illumination:

Location None

Type

Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location MP 8.2 Rock Creek Road

Type Steel Truss

Approach Roadway Width 20' Shoulder Width 2'

Length 142' Width 15.2'

To remain in place? To be removed after new construction.

2. Proposed Structure:

Location Upstream on new alignment

Approximate Size: Length 175' Width 30' Roadway

Are sidewalk/bikeways desired: No

Are any utilities to be attached to structure? No

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? No

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes No X

Name of Railroad
Existing Crossing Protection

2. Will existing railroad crossing be altered?

Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement ______ Office
2. Environmental ______ Office
3. Public Hearing ______ Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant State Consultant X

2. Project construction engineering to be performed by:

Applicant__________ State__________ Consultant X

3. Will applicant perform any work prior to or after award of contract?

Yes__________ No X

If "yes," describe briefly:

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 75,000
Right-of-way costs (if participating)	5,000
Traffic control	-0-
Illumination	-0-
Structures	220,000
Railroad	-0-
Other Construction Engineering	15,000
Preliminary engineering	12,000
PROJECT TOTAL	$ 327,000

Remarks

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

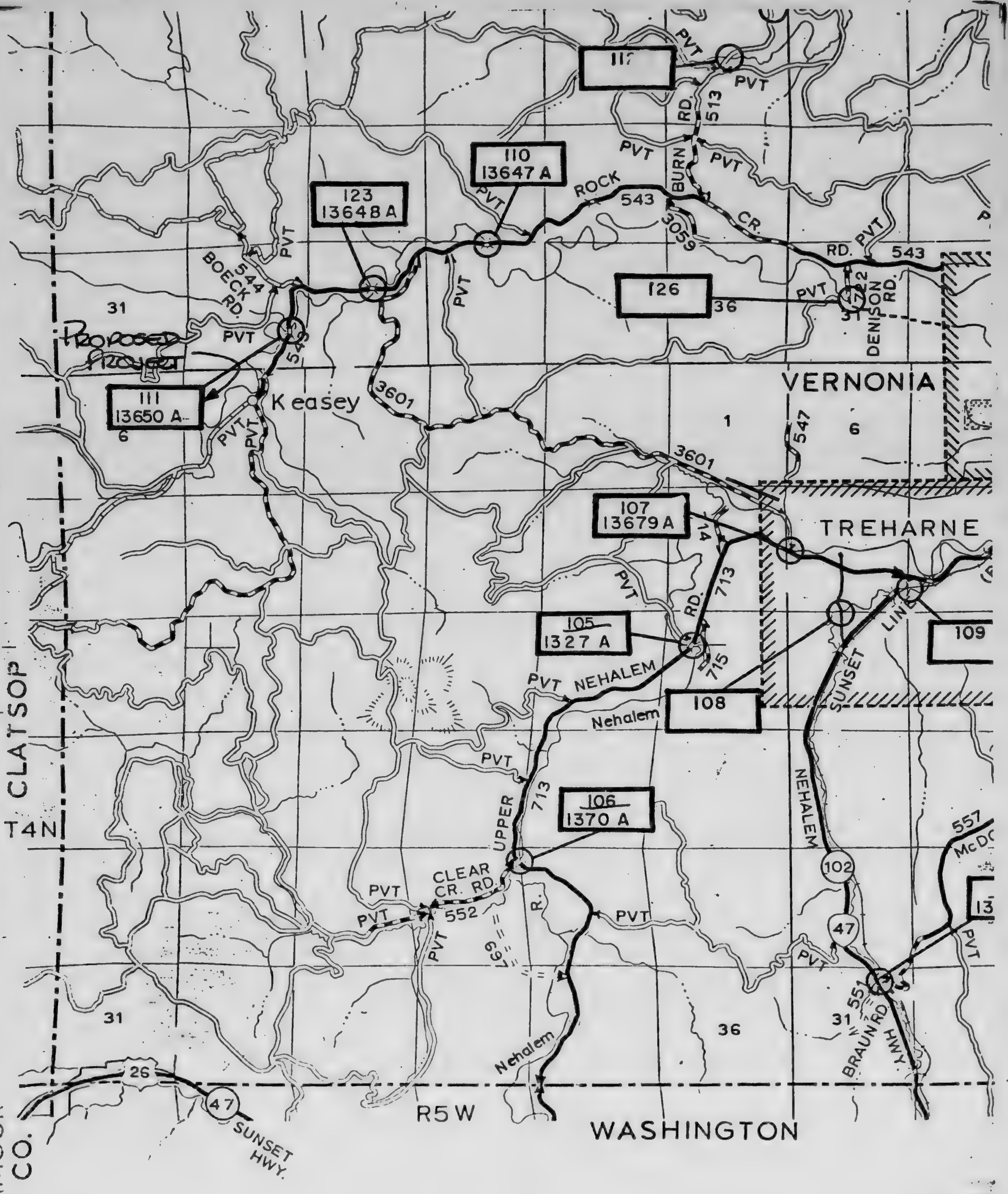
CITY OF __________ and/or Columbia COUNTY

By__________ By

By__________ By Cleo W. Horn

By AJ Ahlborn

(1976)



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CO.

FEDERAL AID PROJECT REQUEST

Date March 17, 1977

Applicant Agency Columbia County

Request for: Off-System ____, FAS-C x , FAUS ____ Project

Federal Aid Route No. ____ Route Name Rock Creek Road #543

Project Name Rock Creek Bridge

Project Length 0.2 Mile Project Location (Attach sketch map)

Project Description Replacement of existing Bridge #13647A (County #110) and realignment of road.

Average Daily Traffic Est. 250 Design Speed 55

Complete Applicable Sections:

RECEIVED
MAR 2[illegible] 1977
Columbia County Road Department

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 22' Travel Lanes 2 Shoulders 2'

Medians - Parking ____

Sidewalks -

Remarks -

2. Desired Roadway Cross Section: (Attach sketch)

Width 24' Travel Lanes 2 Shoulders 4'

Medians ____ Parking ____

Curbed no Length Curb Radii -

Sidewalk/Bikeway no

Remarks -

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60' Minimum 60' Maximum 60'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes x No ____

3. Will additional right-of-way be needed? Yes x No ____
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No x
Remarks ____

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

2. Proposed Signalization:

Location None

Type

Phases

Type of Suspension

Interconnected

Remarks

3. Permanent Signing:

Include in project or by applicant? None required

4. Permanent Striping:

Include in project or by applicant? By Applicant

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

None

2. Proposed Illumination:

Location None

Type

Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location MP 6.7 over Rock Creek on Rock Creek Road

Type Concrete Main Span - Wood Approach Span

Approach Roadway Width 20' Shoulder Width 2'

Length 85' Width 20.5'

To remain in place? No - To use as detour during construction

2. Proposed Structure:

Location Immediately Upstream

Approximate Size: Length 100' Width 30' Roadway

Are sidewalk/bikeways desired: No

Are any utilities to be attached to structure? No - Minor if any

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? No

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ____ No X

Name of Railroad
Existing Crossing Protection

2. Will existing railroad crossing be altered?

Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement ____________________ Office
2. Environmental ____________________ Office
3. Public Hearing ____________________ Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant ____ State ____ Consultant X

2. Project construction engineering to be performed by:

Applicant__________ State__________ Consultant X

3. Will applicant perform any work prior to or after award of contract?
Yes__________ No X
If "yes," describe briefly:__________

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 10,000
Right-of-way costs (if participating)	-0-
Traffic control	-0-
Illumination	-0-
Structures	115,000
Railroad	-0-
Other Construction Engineering	11,000
Preliminary engineering	9,000
PROJECT TOTAL	$ 145,000

Remarks__________

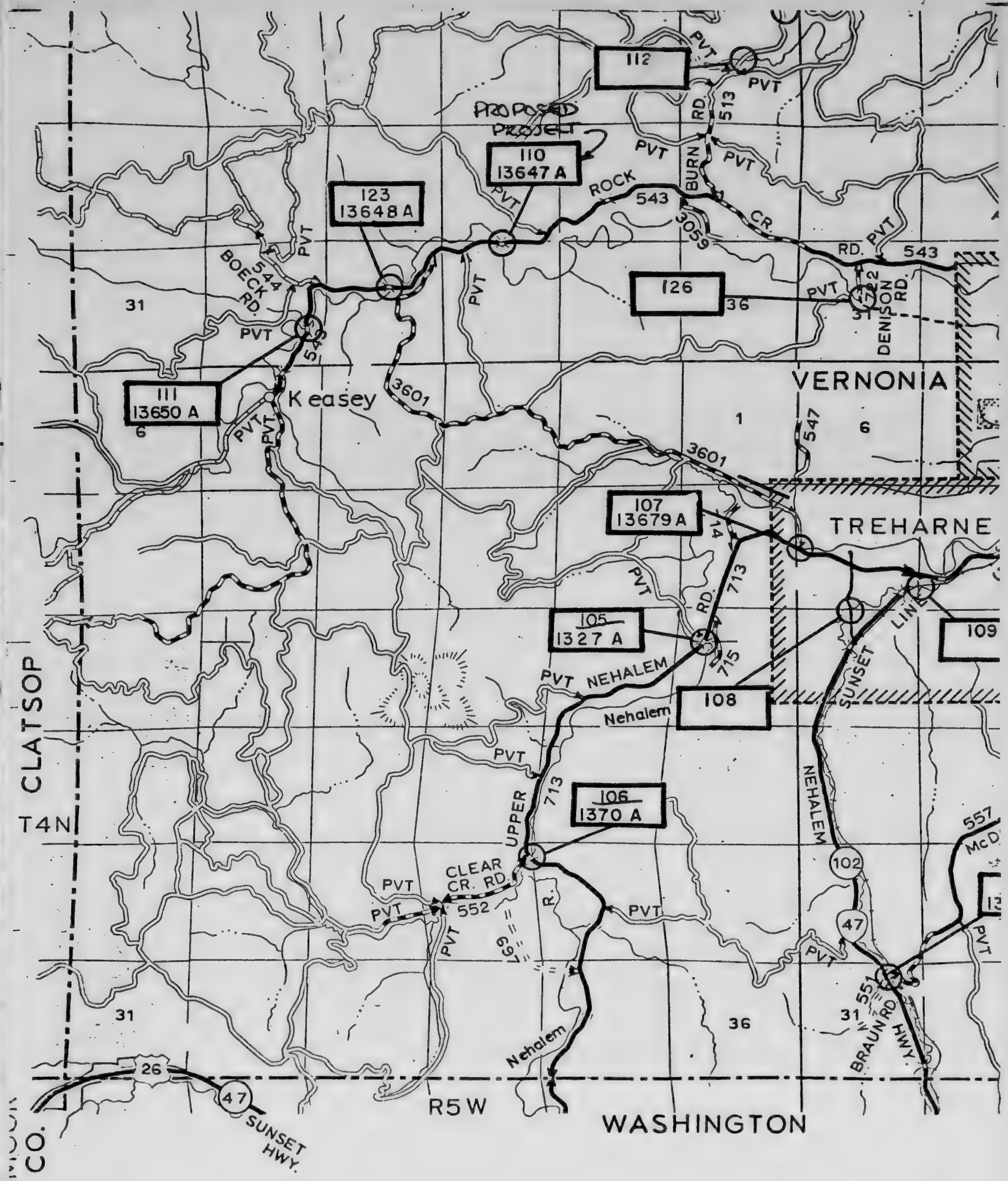
THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF __________ and/or Columbia COUNTY

By__________ By Robert M Hand

By__________ By Cleo W. Horn

By AJ Ahlborn


112
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SUNSET HWY.
R5W
WASHINGTON
TILLAMOOK CO.

FEDERAL AID PROJECT REQUEST

Date March 17, 1977

Applicant Agency Columbia County

Request for: Off-System____, FAS-C X , FAUS____ Project

Federal Aid Route No. ____ Route Name Rock Creek Road #543

Project Name Rock Creek Bridges

Project Length 0.1 Mile Project Location (Attach sketch map)

Project Description Replacement of Rock Creek Bridge #13648A (County #123) and minor road realignment

Average Daily Traffic Est. 250 Design Speed 55

Complete Applicable Sections:

RECEIVED

Columbia County Road Department

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 22' Travel Lanes 2 Shoulders 2'

Medians - Parking -

Sidewalks -

Remarks -

2. Desired Roadway Cross Section: (Attach sketch)

Width 24' Travel Lanes 2 Shoulders 4'

Medians - Parking -

Curbed - Length Curb Radii -

Sidewalk/Bikeway No

Remarks -

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60' Minimum 60' Maximum 60'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes X No____

3. Will additional right-of-way be needed? Yes____ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes____ No____
Remarks____

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

2. Proposed Signalization:

Location None

Type

Phases

Type of Suspension

Interconnected

Remarks

3. Permanent Signing:

Include in project or by applicant? None required

4. Permanent Striping:

Include in project or by applicant? Applicant

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

None

2. Proposed Illumination:

Location None

Type

Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location MP 7.1 Rock Creek Road

Type Wood

Approach Roadway Width 20' Shoulder Width 2'

Length 57' Width 14.8'

To remain in place? No

2. Proposed Structure:

Location Same alignment basically

Approximate Size: Length 75' Width 30' Roadway

Are sidewalk/bikeways desired: No

Are any utilities to be attached to structure? No

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? Stage Construction

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes______ No X

   Name of Railroad
   Existing Crossing Protection

2. Will existing railroad crossing be altered?

   Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement __________ Office
2. Environmental __________ Office
3. Public Hearing __________ Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant______ State______ Consultant X

2. Project construction engineering to be performed by:

Applicant________ State________ Consultant X

3. Will applicant perform any work prior to or after award of contract?

Yes________ No X

If "yes," describe briefly:________

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 5,000
Right-of-way costs (if participating)	-0-
Traffic control	3,000
Illumination	-0-
Structures	95,000
Railroad	-0-
Other Construction Engineering	8,000
Preliminary engineering	6,000
PROJECT TOTAL	$ 117,000

Remarks________

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

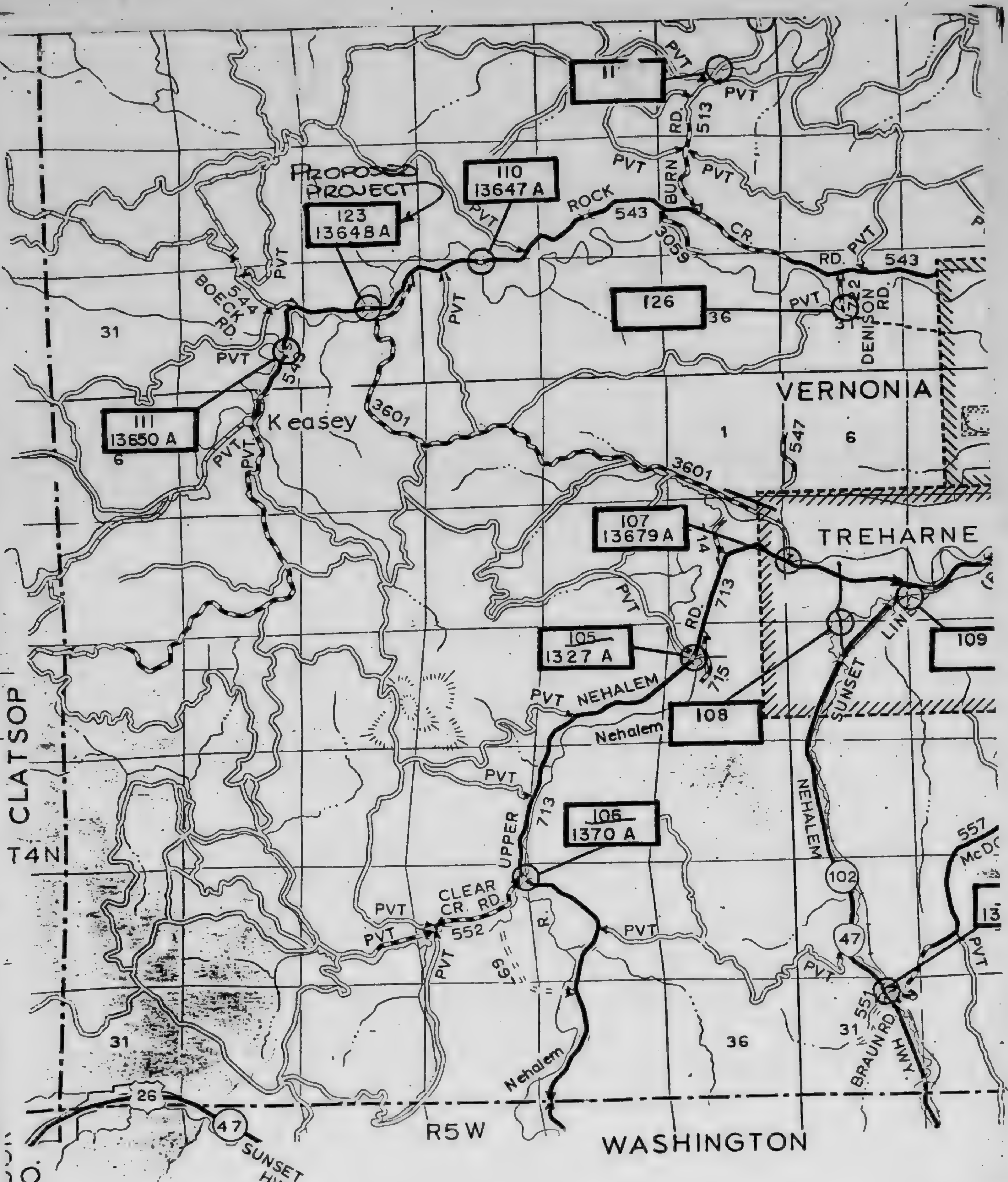
CITY OF ________ and/or Columbia COUNTY

By________ By Robert M. Lund

By________ By Cleo W. Ham

By AJ Ahlborn

(1976)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BURN RD.
PVT
PROPOSED PROJECT
110
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123
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ROCK
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3059
CR.
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BOECK RD.
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DENISON RD.
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CLEAR CR. RD.
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BRAUN RD.
HWY.
31
36
Nehalem
26
47
SUNSET HWY.
R5W
WASHINGTON
CO.

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
METROPOLITAN SECTION
5821 N.E. GLISAN, PORTLAND, OREGON 97213

August 16, 1977

Telephone 238-8250

SAM HOLLINGER
Columbia County Roadmaster
P. O. Box 366
St. Helens, OR 97051

Subject: FAS-C Projects
Three Bridges
Rock Creek
Columbia County

Sam:

We have your request for three bridges on Rock Creek to be replaced using FAS-C funding, but we are unable to continue processing without a consultant agreement for this specific project. Your letter of June 23 indicates that you will continue to retain Oregon Bridge Engineering Company in the role of County Bridge Engineer for the coming year. By letter dated July 6, we asked that a county-consultant agreement be prepared for this project but so far have not received a response. We share the County's desire to proceed with these projects and would like to urge that this be prepared promptly.

To assist you in this, I'm attaching blank forms currently in use and copies of the County's earlier consultant agreements relating to the Milton Creek and Beaver Creek bridges.

Jon Rose
JON ROSE
Federal Aid Engineer

JR/ldo

Attachments

cc: Region 1
Gerry Wimer

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM
LGE ☑ FAE ☐ OPE
AUG 26 1977
File: PM FA
LG CP

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
METROPOLITAN SECTION
5821 N.E. GLISAN, PORTLAND, OREGON 97213

July 6, 1977

Telephone 238-8250

SAM HOLLINGER
Columbia County Roadmaster
P. O. Box 366
St. Helens, OR 97051

Subject: Consultant Engineering Services

Sam:

The attached package was sent to all counties and cities, but since you have some active projects where this material might apply, I'm sending you a copy directly. The Federal Highway Administration will not participate in costs for engineering performed by consultants where prior approval has not been granted for an agreement covering that specific project. For that reason, the County/Consultant agreement must be written in such a way that it complies with Federal regulations. Where a consultant is retained on a regular basis, the items relating to selecting a consultant do not apply but the section dealing with description of work to be done, agreement preparation, method of payment and so on, must be approved. I'm sure that the procedures and details are familiar to Oregon Bridge Engineering Company, but since there have been recent revisions, these should be followed to insure Federal approval.

If it has been decided that Oregon Bridge Engineering is to do the engineering on the three Rock Creek bridges using FAS-C funds and the Erickson Bridge under the Safer Off-System Road program, consultant agreements should be prepared and submitted so that we may continue processing your requests. If there are any questions on any of these, give me a call.

Jon Rose
JON ROSE
Federal Aid Engineer

JR/ldo
Attachments
cc: Ed Hardt
Walt Hart

STATE OF OREGON

INTEROFFICE MEMO

DATE: June 1, 1977

TO: WALT HART
Bridge Design Engineer

FROM: JON ROSE Jon Rose
Federal Aid Engineer

SUBJECT: Shot-Gun Reconnaissance
Four Columbia County Bridges

Last Friday, during a visit with Sam Hollinger, Columbia County Roadmaster, and County Commissioner J. Ahlborn, we discussed the question of how the engineering might be handled on bridge replacement projects at four locations in the county. The County is aware that bridge design on county bridges and preliminary field engineering on FAS-C projects may be done by the State with no cost to the County; but before a decision is made on whether to go this way or use the services of a consultant, the County would like the State's estimate of bridge costs.

Ted Thompson has told me that someone from your office might take a quick look at these four bridges with the County Roadmaster, Sam Hollinger, and advise the County what costs for replacement might be. The attached maps show the locations.

In setting up an appointment, Rob Cameron should probably accompany your man since some roadway realignment may be required.

We would appreciate a copy of any information you turn up on these bridges so that we can discuss this further with Commissioner J. Ahlborn.

JR/ldo

Attachments

cc: Region 1 w/attachments

[illegible]25-1387

1980 Bully Cr. Rd.-Ritter Jct. 9116
Sec. on the Pendleton-John
Day Hwy. (base & paving)

9116

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 16

TO: MEMO TO THE FILE

DATE: October 13, 1982

W. G. Beard

FROM: W. G. Beard
Sign Design Supervisor

SUBJECT: Bully Creek Road-Ritter Junction Section
Pendleton-John Day Highway
Grant County
Contract No. 9116

On October 12, 1982 two gentlemen, who identified themselves as opposing attorneys on a case relating to the above-named project, came to the office, asked for and did converse with me. One attorney represented the contractor and the other apparently represented an oil truck driver.

The subject of conversation was the Temporary Protection and Direction of Traffic plan, which was in this instance written into the contract special provisions to supplement our Standard Drawing 2201. Most of their questions pertained to protection of the work area and especially, the use of pilot car.

I showed them Sections 6B-39 and 6F-9 of the Uniform Manual and gave them prints of Drawing No. 2201. They questioned our usage of the manual and I stated it was used as a guideline. They made no notes in my presence.

WGB:ja

cc J. H. Versteeg
Jack Sollis

1 ✓
2
3

Contains Recycled Materials

1116

July 19, 1982

Mr. David Owens
Owens & Hattenhauer
Attorneys at Law
640 Morgan Park Building
729 S.W. Alder
Portland, OR 97205

CON 5
#9116
#9117

Dear Mr. Owens:

As requested by phone on July 15, we are attaching certified copies of the following contracts with Poe Asphalt Paving, Inc.:

Contract No. 9116 for work on Bully Creek Road-Ritter Junction Section of the Pendleton-John Day Highway in Grant County.

Contract No. 9117 for work on Ritter Junction-Long Creek Section of the Pendleton-John Day Highway in Grant County.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn

Att.

2.

June 5, 1981

Safeco Insurance Company
4101 S. W. Kruse Way
Lake Oswego, OR 97034

CON 5
#9116

Gentlemen:

On June 3, 1981, we wrote to you concerning release of final payment on Contract No. 9116 awarded to Poe Asphalt Paving, Inc. for work on the Bully Creek Road-Ritter Junction Section of the Pendleton-John Day Highway in Grant County.

Final payment on this contract is $1,000 and the total contract amount is $1,833,037.55 including $1,666.71 for work performed under force account.

Sincerely,

Robert W. Gorman
COMMISSION SERVICES

ias
cc: Poe Asphalt Paving, Inc.
613 Maple
Clarkston, WA 99403

bc: C. T. Keasey
Walt Hart
W. E. Schwartz

File L

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section & County	Acceptance Date
Douglas S.Coats, Inc. No. 9143	Willow Cr. Br. (Heppner) Morrow County	May 8, 1981
Columbia Pacific Construction Co. No. 9035	Molalla River (Goods) Bridge Clackamas County	May 8, 1981
Babler Bros., Inc. No. 9055	Zigzag River-Ski Bowl Frontage Road Clackamas County	May 8, 1981
Hamilton Electric,Inc. No. 9088	Klamath Falls-Lakeview Hwy. @ Avalon St. Klamath County	May 11, 1981
East County Electric Co. No. 9104	CBD Signal System Expansion (Portland) Multnomah County	May 11, 1981
Roy E. Ladd,Inc. & Carl R. McConnell No. 8808	SE Yamhill St.-SE Powell Blvd. Multnomah County	May 12, 1981
Coral Const. Co. No. 9082	E. Fremont Intchge.-SW Corbett Ave. U'Xing & Stadium Fwy. Multnomah County	May 13, 1981
Wildish Corvallis Construction Co. No. 9032	Elm St.-34th Ave. (Albany) Linn County	May 15, 1981
Wagner Const. Co. No. 9122	Justice Center, Phase 1 Multnomah County	May 20, 1981
Tice Electric Co. No. 9140	Clackamas Hwy. @ Freeman Ave. (Milwaukie) Clackamas County	May 21, 1981
Select Contractors,Inc. No. 9184	Lane Co. Pavement Marking Project #3 Lane County	May 28, 1981

Contractor and Contract No.	Section & County	Acceptance Date
J. C. Compton Co. No. 9022	Twin Meadows Rd.-Santiam Jct. Linn County	May 29, 1981
Poe Asphalt Paving, Inc. No. 9116	Bully Cr. Rd.-Ritter Jct. Grant County	June 1, 1981
W. R. Grasle Co. No. 8711	SW Pine St.-SW Madison St. (Portland) Multnomah County	June 4, 1981

June 4, 1981 CT Keasey

C. T. Keasey
Asst. State Highway Engineer

9116

No. 30.

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: Bully Cr. Rd.-Ritter Jct.	WEEK ENDING: Nov. 22, 1980
		SECTION PREFIX: 12-1123
	HIGHWAY: Pendleton-John Day Hwy.	COUNTY: Grant
NAME OF JOB: Bully Cr. Rd.-Ritter Jct.	KIND OF WORK: Treated Base and Paving	
CONTRACTOR: Poe Asphalt Paving, Inc.	CONTRACT NUMBER: 9116	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: April 7, 1980	DATE WORK STARTED: May 1, 1980	ESTIMATED COMPLETION DATE: Nov. 14, 1980
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 3 SUPERVISION: 1	SPECIFIED WORK DAYS:	WORK DAYS USED:
	SPECIFIED CALENDAR DAYS: 200CD	CALENDAR DAYS USED: 199CD
	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 99.5%
PROJECT AUTHORIZATION: $2,240,580.47		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
EXCLUSIVE OF ENGINEERING: $2,081,250.30	ENGINEERING AUTHORIZATION: $159,330.17	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 97%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $1,915,863.63	ENGINEERING COST TO DATE: $93,907.77	DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT. UNDERRUN: 7.9 %	PERCENT OF AUTHORIZATION: 59 %	Nov. 14, 1980

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L PROD		
100%	100%		100%	100%	100%		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT		10.69			10.69
MILES PARTIALLY COMPLETED		10.69			10.69
MILES COMPLETED		10.69			10.69
TOTAL ESTIMATED QUANTITIES (CONTRACT)		11,120 Ton			36,460 Ton
TOTAL QUANTITIES CORRECTED TO DATE		12,433 Ton			36,835 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		12,433 Ton			36,835 Ton
AVERAGE DAILY QUANTITIES		0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY 1					
HOURS PER SHIFT 8					

EQUIPMENT USED DURING THE WEEK:

1 truck

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 16		1		
MONDAY 17	Cloudy	1		
TUESDAY 18	Cloudy	1		
WEDNESDAY 19	Cloudy	1		
THURSDAY 20	Fair	1		
FRIDAY 21	Cloudy	1		
SATURDAY 22		1		

Kersey RECEIVED Richards
Jackman Berg
Hopkins NOV 25 1980 Inlues
Williams Widmer
Johnsen CONSTRUCTION Gebauer
Glenn BRANCH Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 16	No Activity
MONDAY 17	Contractor working on cleanup
TUESDAY 18	Contractor working on cleanup
WEDNESDAY 19	Contractor working on cleanup
THURSDAY 20	Contractor working on cleanup
FRIDAY 21	Contractor working on cleanup.
SATURDAY 22	No Activity

REMARKS

Contractor working on cleanup.

SIGNED B. J. Carter LOCATION Pendleton
for Bobby D. Johnson, Res. Eng.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

28

STATE OF OREGON **INTEROFFICE MEMO**

TO: Mr. D. O. Christensen
Final Design Engineer

DATE: March 31, 1980

DES 23
Brs. 1918
1919
1920
1921

FROM: L. L. Wallace
L. L. Wallace
Asst. Bridge Engineer

SUBJECT:
Bully Creek Rd.-Ritter Jct. Section
Pendleton-John Day Highway
Bridges 1918, 1919, 1920, 1921

Attached is a print of the title sheet for the subject project on which are noted new drawing numbers which should be added to the index.

CWP:dh

Attachment

Versteeg
Anderson
1 Christensen DOC
Sullivan

RECEIVED
[illegible] 1 1980
ROAD DESIGN SECTION

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Action

REFERRED TO
Beard
Cole
Eriksen
Hager
Stoudenmeyer
Sample ✓
Watson
Lou
Dorn
Due
Return Discuss Do File Copy
BY FINAL DESIGN ENGINEER

Revised Title Sht
marked 4/2/80

81-125-1387

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Sections & Details
2A	Pipe Data
2B	Material Source Development Plan & Summary

Dr'g. No's.

S-1, S-5, S-12, 2126C, 2201	Temporary Protection & Direction Of Traffic
2091B	- Pipe
2126, 2126A, 2126B 23257	Guard Rail
2077	- Approaches
S-708	- Delineators
1833	- Asphalt Macadam
B-827	Guard Rail

Or

STATE OF OREGON

DEPARTMENT OF TRANSPORTATI

STATE HIGHWAY DIVISION

PLANS FOR PROPOSED PROJECT

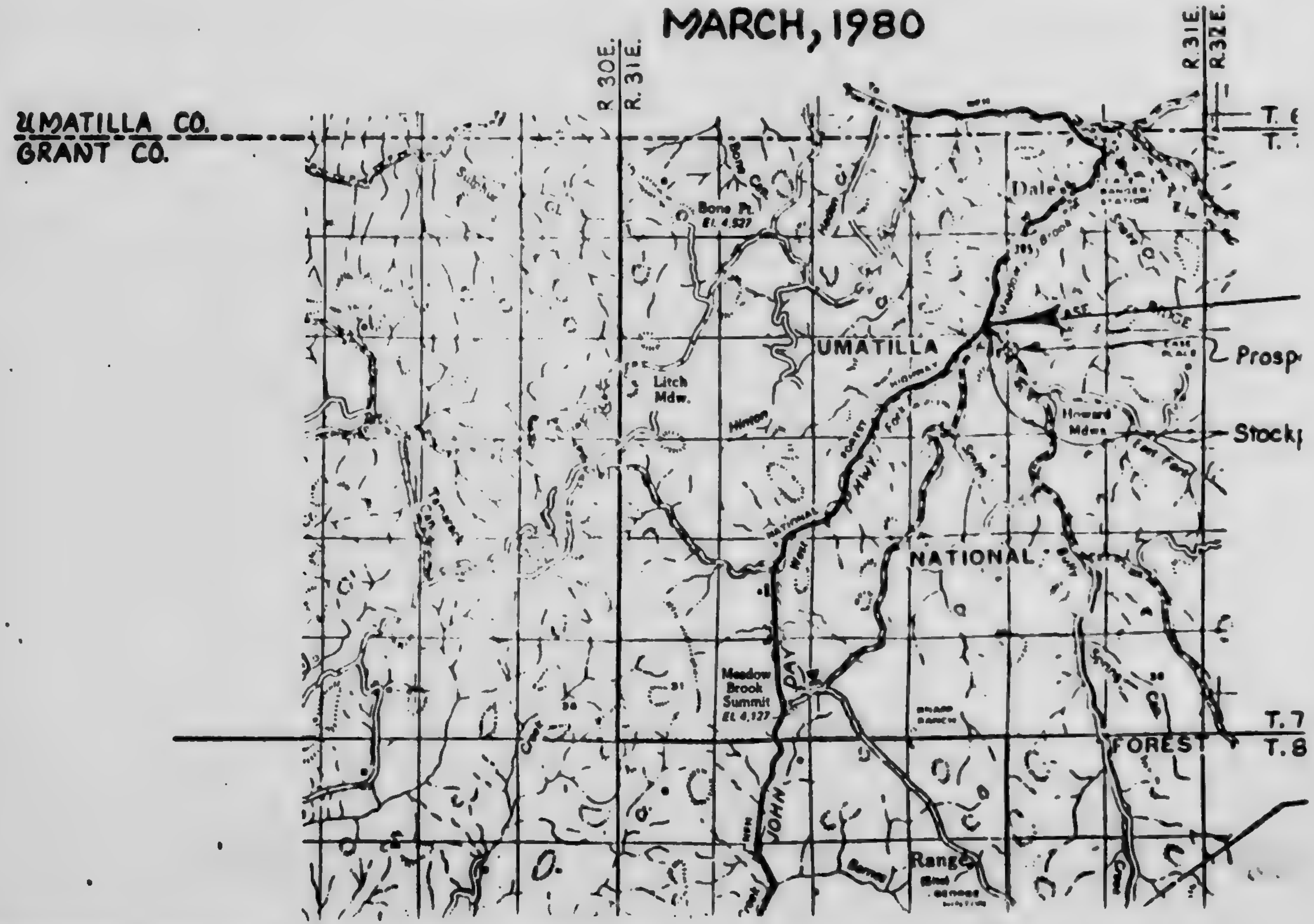
TREATED BASE & PAVING

BULLY CR. RD. – RITTER JCT. S

PENDLETON - JOHN DAY HIGHWAY

GRANT COUNTY

MARCH, 1980


UMATILLA CO.
GRANT CO.
R.30E.
R.31E.
R.31E.
R.32E.
T.6
T.7
T.8
Bone Pt. El. 4,527
Dale
UMATILLA
Litch Mdw.
Howard Mdws.
Prosp
Stock
NATIONAL
FOREST
Meadow Brook Summit El. 4,127
JOHN DAY
Range

1116

ROAD DESIGN SECTION

W. E. Schwartz
Region 5 Engineer

February 27, 1980

Fred Eriksen
Fred Eriksen
Design Engineer Supervisor

Bully Creek-Ritter Junction Section and
Ritter Junction-Long Creek Section
Pendleton-John Day Highway
Grant County

Contract plans for these projects include in the guardrail items, one Type "B" end piece on each job and one Type 2 anchor on the Bully Creek job. Both projects have several Type "C" end pieces and Type 1 anchors.

It appears it would have been desirable to make all of the end pieces Type "C". The Type 2 anchor on the Bully Creek job should be eliminated.

If, under construction, it seems advantageous to install all Type "C" end pieces, please do so.

FE/db

cc: Bill Cole
Kark Keller
Bob Gettis

1 Versteeg ✓
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
FEB 27 1980
ROAD DESIGN SECTION

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Bring Up / /
Action

21

1859

STATE OF OREGON **INTEROFFICE MEMO**

ROAD DESIGN SECTION 378-6558
DEPT. TELEPHONE

TO: Memo to File DATE: January 28, 1980

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: Bully Creek Rd.-Ritter Jct. Section
Ritter Jct.-Long Creek Section
Pendleton-John Day Highway
Grant County

Field information on the subject projects have necessitated a further change to the base designs:

Bully Creek-Ritter Junction Section

28 foot roadway

10-inch C.T.B. and 3-inch of class "B" asphaltic concrete or 3-inch emulsified asphalt.

A 1/2 inch allowance will be set up for leveling.

Ritter Junction-Long Creek Section

28 foot

10-inch C.T.B. and 3-inch of class "B" asphaltic concrete or 3-inch emulsified asphalt.

A 1/2 inch allowance will be set up for leveling.

Each section will be worked up as a separate project for the April letting.

DOC/db

cc: C. T. Keasey 1
R. D. Hector
C. Gregg
F. Eriksen
W. E. Cole 2
L. K. Watson

STATE OF OREGON **INTEROFFICE MEMO**

ROAD DESIGN SECTION 378-6558
DEPT. TELEPHONE

TO: Memo to File DATE: January 23, 1980

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: Bully Creek Rd.-Ritter Jct. Section
Ritter Jct.-Long Creek Section
Pendleton-John Day Highway
Grant County

Since my memo of January 16, 1980, further discussion of the base designs of the subject sections has resulted in the following:

Bully Creek-Ritter Junction Section

28 foot roadway

4-inch of Class "B" A.C. overlay from Bully Creek to MP 73.11 with an allowance for leveling to be 1/2 inch.

10-inch C.T.B. and 3-inch of class "B" asphaltic concrete from MP 73.11 to Ritter Junction.

Ritter Junction-Long Creek Section

28 foot

10-inch C.T.B. and 3-inch emulsified asphalt.

Each section will be worked up as a separate project for the April letting.

DOC/db

cc: C. T. Keasey
R. D. Hector
C. Gregg
F. Eriksen
W. E. Cole
L. K. Watson

1 Versteeg
5 And
2 Sullivan
Turpin
3 T
4 Wak

RECEIVED

ROAD DESIGN SECTION

28

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO

~~DES 21~~

TO: MEMO TO THE FILE

DATE: January 16, 1980

FROM: Duane O. Christensen
Duane O. Christensen
Final Design Engineer

SUBJECT:
Bully Creek Road-Ritter Junction Section
Ritter Junction-Long Creek Section
Pendleton-John Day Highway
Grant County

NOTED
E. S. HUNTER

The base designs for the subject projects have been reviewed by Messrs. Versteeg, Schwartz, Terpin, Gregg, and Christensen and the following has been agreed to:

Bully Creek-Ritter Junction Section

28-foot Roadway

4-inch A.C. overlay from Bully Creek to M.P. 73.11. No allowance for leveling.

10-inch C.T.B. and 3-inch A.C. from M.P. 73.11 to Ritter Junction.

Ritter Junction-Long Creek Section

28-foot Roadway

10-inch C.T.B. and 3-inch A.C.

Each section will be worked up as a separate project for the April letting with its own material source. The projects may be tied together in the bidding process if that is appropriate.

DOC:ja

cc R. D. Hector
C. Gregg
F. Eriksen
W. E. Cole
L. K. Watson

Versteeg ✓

File

RECEIVED

81-125-1287

28

STATE OF OREGON **INTEROFFICE MEMO**

TO: Mr. D. O. Christensen
Final Design Engineer

DATE: January 15, 1980

DES 23
Br. 1918
1919
1920
1921
1809
1810
1811
1922

FROM: J. E. Backstrand
Supervising Structural
Design Engineer

SUBJECT:
Granite Creek Bridges, Nos. 1918, 1919, 1920, 1921
Bulle Cr. Rd.-Ritter Jct. Sec.
Long Cr. Br., 1809
Pass Cr. Br., 1810
Pine Cr. Br., 1811
John Day River Br., 1922
Ritter Jct.-Long Cr. Section
Pendleton-John Day Highway
Grant County

All structures in this combined section should be stripped of existing deck AC wearing surface overlayed with two inches of new AC wearing surface. The previous letter of October 19, 1979 pertaining to the Ritter Junction-Long Creek Section indicated the use of an asphalt membrane. This is not now required.

JEB:dh

cc W. E. Schwartz
George Hopkins
Jack Sullivan

REFERRED TO
Beard Stoudenmeyer
1 Cole Sample
2 Eriksen Watson
Hager Dorn Leu
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

RECEIVED

81-125-1387

OREGON STATE HIGHWAY DIVISION
PROJECT REQUEST

A. IDENTIFICATION:

Date: 9/27/79

Proposed Section: Bully Creek Road-Ritter Junction
Region: 5
Highway: Pendleton-John Day St. Hwy. No. 28 M.P. 66.6 to M.P. 77.3 Length: 10.7
County(s): Grant (Attach Sketch Map)
Recommended Construction Date: Feb. 1980
Proposed 6 YP
Method of Doing Work: Contract X St. Force Other

B. FINANCING

Section		Year	Funds Available
Postpone ☐	Current 6 YP		
	Recommend		
Cancel ☐	Current 6 YP		
	Recommend		

If not one of the above - Recommended Financing: State Construction Program

FAI ☐, FAP ☐, FAS ☐, ST. CONST. ☒, OTHER ☐

C. ROADWAY & TRAFFIC

	Width				Structures		Extg. Traffic (Year)		Proj. Traffic (Year)	
	No. Lanes	Pvmt.	Shldrs.	Walks	No.	Tot. Lng.	ADT	Service Level	ADT	Service Level
Existing Facility:	2	22	0	0	5	566	500			
Proposed Facility:	2	24	4	0						

D. DEFINE THE PROBLEM:

Roadway is deteriorating due to insufficient base, severe winter weather and heavy loads. It is no longer possible to maintain a satisfactory roadway section by using usual methods.

E. PROPOSED SOLUTION:

Upgrade base, overlay, and widen on the existing alignment. Additional right-of-way is not required. Work on structures is not anticipated.

F. REASON FOR REQUEST AT THIS TIME:

Work is necessary at this time in order to provide a satisfactory roadway. It is no longer possible to maintain the facility by using normal maintenance methods.

G. COST ESTIMATE

Roadway Work	$ 1,500,000.00
R/W (Approx: No. of Parcels 0, Acres 0, Any Reloc. 0).	0
Structures	0
Other (Define)	0
Preliminary Engineering (By Whom)	12,000
TOTAL	$ 1,512,000

H. REQUESTED BY:

Region Engineer or Section Head

Approval/~~Disapproval~~ State Highway Engineer 10-12-79 Date

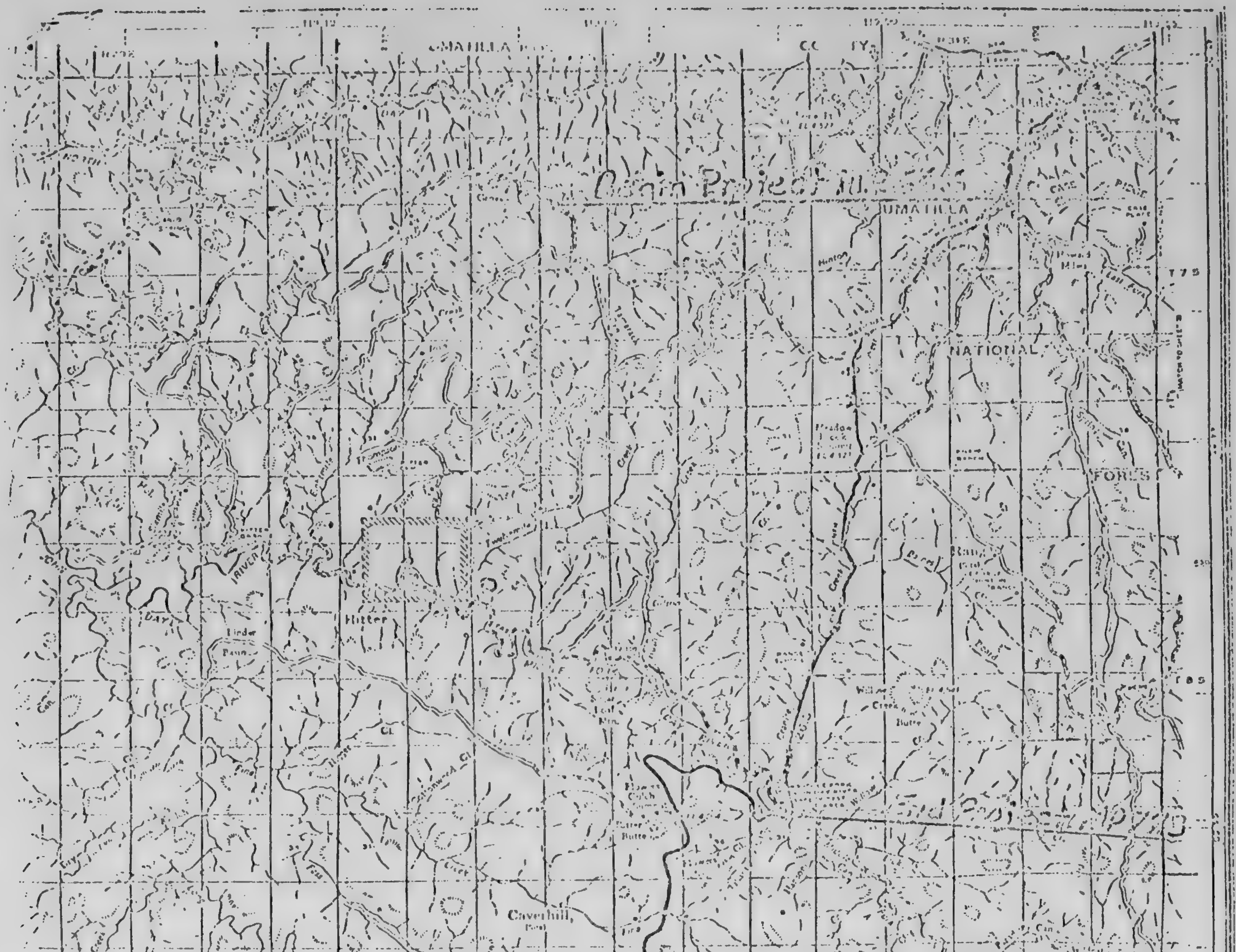
Approval/Disapproval Asst. Director for Operations Date

Oregon Transportation Commission

Approval Date

Remarks & Action Taken:

For PE Only
using State funds.
Construction will be
added in new 6YP


UMATILLA
COUNTY
UMATILLA
NATIONAL
FOREST
T7S
T8S
T9S
T10S
RIVER
Ritter
Caverhill
Willow Creek Butte
Butter Butte
LONG CREEK
NATIONAL

1116

STATE OF OREGON

HIGHWAY DIVISION - ODOT
DEPT.

378-6883
TELEPHONE

INTEROFFICE MEMO

TO: W. E. Schwartz
Region 5 Engineer

DATE: September 26, 1979

FROM: Frank E. Terpin
Location Engineer F.E.T.

SUBJECT: Project Requests

In order that P.E. on the Bully Creek Road-Ritter Junction Section and the Ritter Junction-Long Creek Section may begin before the new Six-Year Highway Improvement Program is approved, it is requested that you submit a Project Request for each of the two projects. Mr. Coulter can then approve the requests for P.E. only and we can get the plans on the shelf for letting in the spring of 1980.

FET:ge

cc: Rulien
Hunter
Moehring

[illegible]
REFER TO

81-125-1387

1980 Ritter Jct.-Long Cr. Sec. 9117
of the Pendleton-John
Day Hwy. (Base & paving)

9117

2

July 19, 1982

Mr. David Owens
Owens & Hattenhauer
Attorneys at Law
640 Morgan Park Building
729 S.W. Alder
Portland, OR 97205

CON 5
#9116
#9117

Dear Mr. Owens:

As requested by phone on July 15, we are attaching certified copies of the following contracts with Poe Asphalt Paving, Inc.:

Contract No. 9116 for work on Bully Creek Road-Ritter Junction Section of the Pendleton-John Day Highway in Grant County.

Contract No. 9117 for work on Ritter Junction-Long Creek Section of the Pendleton-John Day Highway in Grant County.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn

Att.

#9117 7-21 file L.

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Cascade Const. Co.,Inc. No. 9164	Troutdale-Sandy River Br. Multnomah County	April 10, 1981
Morse Bros., Inc. No. 9076	Grand Ronde-Wallace Bridge Polk County	April 10, 1981
Hamilton Electric, Inc. No. 8849	SW 20th St. @ SW Court Pl. (Pendleton) Umatilla County	April 13, 1981
Dirt & Aggregate Interchange, Inc. No. 9182	SE Powell Blvd. Parking Lots "A" & "B" Multnomah County	April 13, 1981
Don Haisch Const., Inc. No. 9093	Banfield Interchange Multnomah County	April 15, 1981
C. H. Stinson, Inc. No. 9060	Maupin-Sherman Hwy. Jct. Wasco County	April 15, 1981
Fabricators, Inc. No. 9003	Black Canyon Cr.-Harper Jct. Malheur County	April 21, 1981
Poe Asphalt Paving, Inc. No. 9117	Ritter Jct.-Long Creek Grant County	April 28, 1981

May 7, 1981 CT Keasey

C. T. Keasey
Asst. State Highway Engineer

#9117

L.

May 1, 1981

Safeco Insurance Company
1500 S. W. First Avenue
Portland, OR 97201

CON 3
#9117

Gentlemen:

Contract No. 9117 awarded to Poe Asphalt Paving, Inc. for treated base and paving on the Ritter Jct.-Long Creek Section of the Pendleton-John Day Highway in Grant County was completed on March 5, 1981 and accepted by the State Highway Division on April 28, 1981.

Final payment in the amount of $70,000 will be released to the contractor after May 6, 1981. The total contract amount is $2,414,263.36 including $13,836.24 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

jas
cc: Poe Asphalt Paving, Inc.
613 Maple
Clarkston, WA 99403

bc: C. T. Keasey
•Walt Hart
V. E. Skoog Attn: Dick Hacek
W. E. Schwartz

.17   No. 31   2.

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Ritter Jct.-Long Creek

WEEK ENDING: Nov. 29, 1980

SECTION PREFIX: 12-1124

HIGHWAY: Pendleton-John Day Hwy.

COUNTY: Grant

NAME OF JOB: Ritter Jct.-Long Creek

KIND OF WORK: Treated Base and Paving

CONTRACTOR: Poe Asphalt Paving, Inc.

CONTRACT NUMBER: 9117

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: April 7, 1980

DATE WORK STARTED: May 1, 1980

ESTIMATED COMPLETION DATE: Nov. 26, 1980

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 3 SUPERVISION: 1

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS: 225 CD

WORK DAYS USED

CALENDAR DAYS USED: 222 CD

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 98.7%

PROJECT AUTHORIZATION: $ 2,994,035.63

EXCLUSIVE OF ENGINEERING: $ 2,849,829.11

ENGINEERING AUTHORIZATION: $ 212,909.20

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 99.9%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 2,705,622.58

ENGINEERING COST TO DATE: $ 112,388.64

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 97%

ESTIMATED PERCENT ~~XXXXX~~ UNDERRUN: 4.8 %

PERCENT OF AUTHORIZATION: 53 %

DATE PROJECT WAS COMPLETED: Nov. 26, 1980

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
100%	100%	100%	100%	100%	100%		

		GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT		0.20	13.0			13.0
MILES PARTIALLY COMPLETED		0.29	13.0			13.0
MILES COMPLETED		0.20	13.0			13.0
TOTAL ESTIMATED QUANTITIES (CONTRACT)		9,250 CY	15,090 Ton			46,600 Ton
TOTAL QUANTITIES CORRECTED TO DATE		18,993 CY	10,916 Ton			43,446 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		18,993 CY	10,916 Ton			43,446 Ton
AVERAGE DAILY QUANTITIES		0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME						
NUMBER OF SHIFTS PER DAY	1					
HOURS PER SHIFT	8					

EQUIPMENT USED DURING THE WEEK:

1 truck

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 23		1		
MONDAY 24	Cloudy	1		
TUESDAY 25	Cloudy	1		
WEDNESDAY 26	Cloudy	1		2nd notification submitted this date
THURSDAY 27		0		
FRIDAY 28		0		
SATURDAY 29		0		

RECEIVED
DEC 1 1980
CONSTRUCTION BRANCH
Keasey
Jackmond
Hopkins
Williams
Johnsen
Glenn
Richards
Berg
Infoes.
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 23	No Activity
MONDAY 24	Coral Const. worked on guard rail end pieces at Long Cr., pass cr., Pine Cr. and Middle Fork of John Day bridges. Poe shaped shoulders.
TUESDAY 25	Coral Const. cleanup around posts and anchors. Poe shaped shoulders.
WEDNESDAY 26	No Activity - 2nd notification this date.
THURSDAY 27	No Activity
FRIDAY 28	No Activity
SATURDAY 29	No Activity

REMARKS

Poe shaped shoulders.

Coral Const. installed end pieces at Long Cr., Pass Cr., Pine Cr., and Middle Fork of the John Day bridges, and cleaned up around posts and anchors.

Second notification submitted for Nov. 26, 1980.

SIGNED Bobby D. Johnson, Res. Eng. LOCATION Pendleton

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP-F216

34

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
La Grande, Oregon 97850
March 25, 1980

FILE:

FROM: W. L. Barnett
Right of Way Agent

TO: Bob Johnson
Resident Engineer

PENDLETON

SUBJECT: WEISSENFLUH & COBAIN
RITTER JCT-LONG CREEK SECTION
PENDLETON-JOHN DAY HIGHWAY
GRANT COUNTY

Re: Permanent Drainage Ditch Easements

I have attached copies of the Permit of Entry and Donation forms which have been signed by Weissenfluh and Cobain. Please note that these donations have not been approved yet by the Transportation Commission.

Although Mr. and Mrs. Cobain have agreed to the easement as described on Exhibit "A", if this easement area can be reduced in size please submit appropriate information to Salem so that the formal easement description will include only that area which is absolutely necessary for construction and maintenance of the drainage ditch. This is particularly important considering the use of this property as a Trailer Court and the permanent encumbrance this easement entails.

W. L. BARNETT
Right of Way Agent

WLB/crp
attachments

cc: Bob Hector
Harold Brainerd
Hal Versteeg ✓

REFERRED TO
Beard Stoudenmeyer
Cole Sample
✓ Eriksen Watson
Hager Dorn Lau
Return Discuss (Do File Copy Due
BY FINAL DESIGN ENGINEER

Please review & pass on to Wakering

NOTED
ROBERT R. ROUNDS

1 Versteeg
Anderson
Christiansen
2 Olson
Sullivan
Terpin
Trout
3 Wakering

RECEIVED
MAR 26 1980
ROAD DESIGN SECTION

Do Not File
Return To
Bring
Action

PERMIT OF ENTRY & DONATION

Name: WEISSENFLUH
Section: Ritter Jct-Long Creek
Highway: Pendleton-John Day
County: Grant

Department of Transportation
Highway Division
Department of Transportation Building
Salem, Oregon 97310

Gentlemen:

We, the undersigned, hereby agree to donate to the State of Oregon, Highway Division, for the purpose of reconstructing the above section, a construction and permanent ditch easement over the property shaded in orange on the attached Exhibit "A".

We hereby acknowledge that we have been informed of our right to receive just compensation for the said easement but still prefer to make a donation of said easement. We knowingly and willingly waive our right to receive ninety (90) days written notice before being required to give possession to the State and hereby grant to the State, its employees, agents or contractors, the immediate right to enter upon the real property as shown on Exhibit "A". There is also waivered any necessity and right for a Public Hearing on the proposed project. These rights are knowingly and willingly waivered for the good of the people and mutual benefit derived.

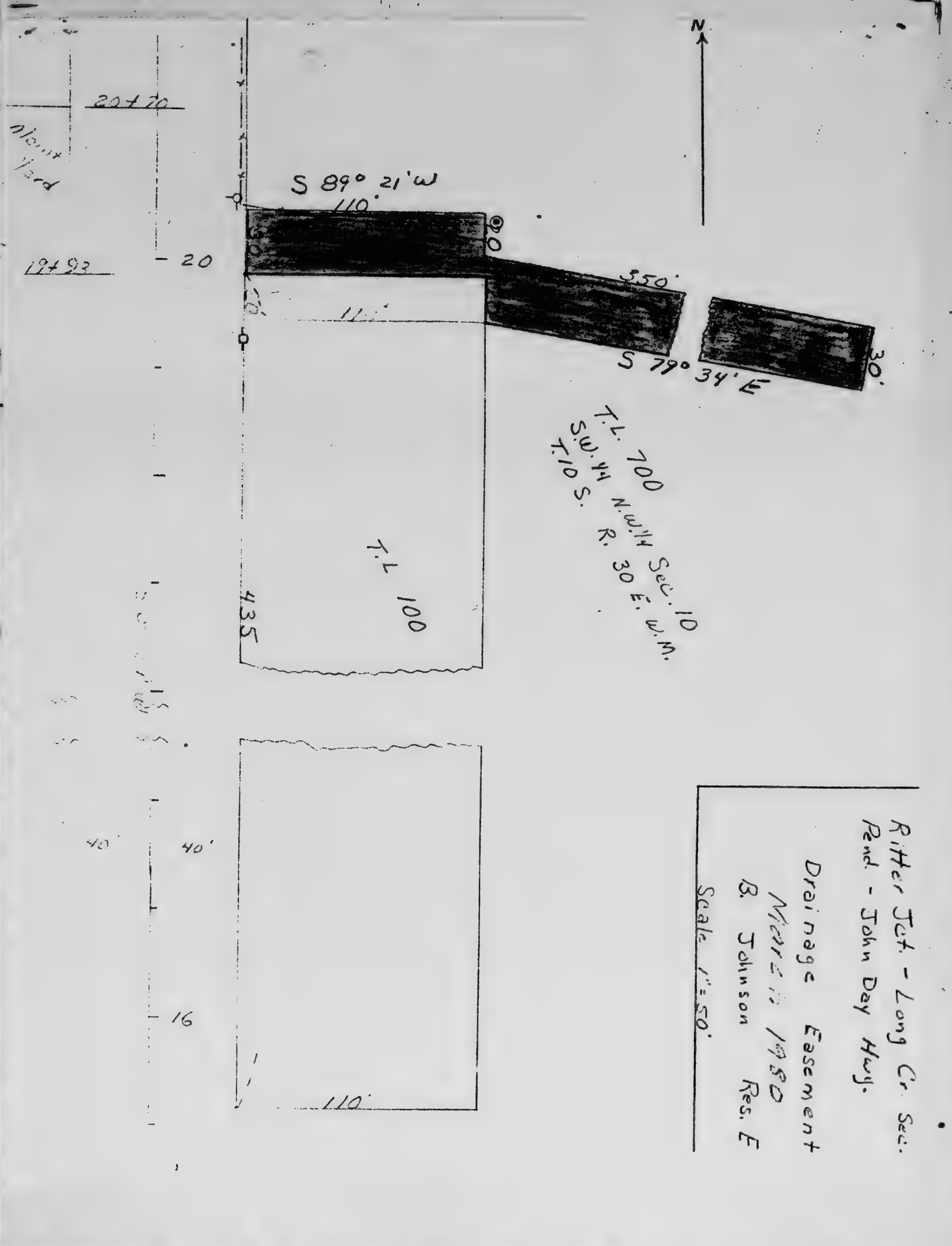
The purpose of this easement is for a permanent drainage ditch easement. This easement includes the right of the State to maintain the ditch.

The State agrees to perform the following obligations in connection with this project. It is understood that if this project is not constructed the State will not be required to perform these obligations:

1. State to provide owner with a 60" corrugated metal pipe, 30 feet long, for installing under roadway Easterly of owners mobile homesite. It is expressly understood that the property owner is responsible for installation and maintenance of this pipe. The property owner is also responsible for removing, installing, replacing and maintaining any pipe which is located on his property.

Merle Weissenfluh
MERLE WEISSENFLUH, Owner
Dennis King
DENNIS KING, Lessee

Dated this 19 day of March, 1980.


N
20+70
Mount Yard
19+93
20
S 89° 21' W
110'
30'
30'
30'
110'
350'
S 79° 34' E
30'
T.L. 700
S.W.1/4 N.W.1/4 Sec. 10
T.10 S. R. 30 E. W.M.
T.L 100
435
40'
40'
16
110'

Ritter Jct. - Long Cr. Sec.
Pend. - John Day Hwy.

Drainage Easement
March [illegible] /1980
B. Johnson Res. E
Scale 1" = 50'

PERMIT OF ENTRY & DONATION

Name: COBAIN
Section: Ritter Jct-Long Creek
Highway: Pendleton-John Day
County: Grant

Department of Transportation
Highway Division
Department of Transportation Building
Salem, Oregon 97310

Gentlemen:

We, the undersigned, hereby agree to donate to the State of Oregon, Highway Division, for the purpose of reconstructing the above section, a construction and permanent ditch easement over the property shaded in blue on the attached Exhibit "A".

We hereby acknowledge that we have been informed of our right to receive just compensation for the said easement but still prefer to make a donation of said easement. We knowingly and willingly waive our right to receive ninety (90) days written notice before being required to give possession to the State and hereby grant to the State, its employees, agents or contractors, the immediate right to enter upon the real property as shown on Exhibit "A". There is also waivered any necessity and right for a Public Hearing on the proposed project. These rights are knowingly and willingly waivered for the good of the people and mutual benefit derived.

The purpose of this easement is for a permanent drainage ditch easement. This easement includes the right of the State to maintain the ditch.

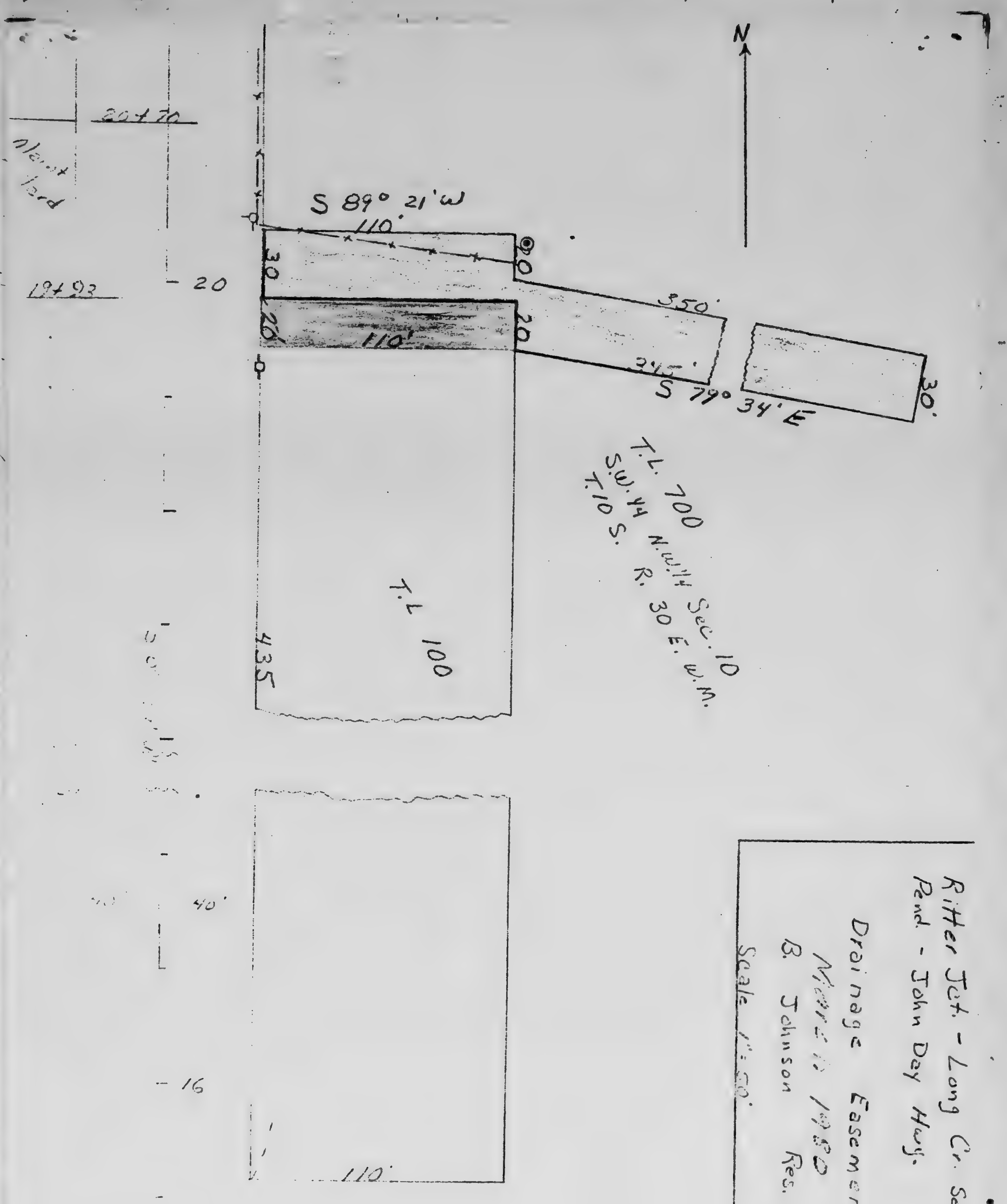
The State agrees to perform the following obligations in connection with this project. It is understood that if this project is not constructed the State will not be required to perform these obligations:

1. Mobile home located partially within the easement area will not be disturbed.

Stewart Cobain
STEWART COBAIN

Merva Cobain
MERVA COBAIN

Dated this 19 day of March, 1980.


N
20+70
19+93
20
S 89° 21' W
110'
30
20
20
20
110'
350'
345'
S 79° 34' E
30'
T.L. 700
S.W.¼ N.W.¼ Sec. 10
T.10 S. R. 30 E. W.M.
T.L 100
435
40'
16
110'

Ritter Jct. - Long Cr. Sec.
Pend. - John Day Hwy.
Drainage Easement
March 10 /1980
B. Johnson Res. E
Scale 1" = 50'

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 2 126 80
Donald L Trout

Mar. 27, 1980 Bid Letting ____________ All Clear Deadline

SECTION Ritter Jct. - Long Creek Sec.
Highway Pendleton - John Day Hwy.
County Grant Region 5
Type of Work 6P Funds State
State ___ Consultant ___ Plans Avail. ___ Yes ___ No

DOCUMENTS:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	No Fed Funds
EIS	☒	☐	☐	☐	☐	
Negative Declaration	☒	☐	☐	☐	☐	
Project Assessment	☒	☐	☐	☐	☐	
Write-off Letter	☒	☐	☐	☐	☐	

PERMITS:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Division of State Lands	☒	☐	☐	☐	☐	
D.O.G.M.I.	☐	☒	☐	☐	☒	Have Prmt # 12-0003
Corps of Engineers	☒	☐	☐	☐	☐	
Coast Guard	☒	☐	☐	☐	☐	
Co. Conditional Use	☒	☐	☐	☐	☐	
NPS Air Pollution	☒	☐	☐	☐	☐	
NPS Water Pollution	☒	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	

CULTURAL:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Cultural Survey	☐	☒	☐	☐	☒	
Cultural Salvage	☒	☐	☐	☐	☐	

NOISE:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Noise Study	☒	☐	☐	☐	☐	

7117

28

ROAD DESIGN SECTION 378-6558

Frank E. Terpin
Location Engineer

January 16, 1980

Fred Eriksen
Fred Eriksen
Design Engineer Supervisor

Ritter Jct.-Long Creek Section
Pendleton-John Day Highway
Grant County
Prefix 12-1419

Attached is a field proposed subgrade drain plan for the section from M.P. 89.47 to M.P. 89.65.

Please have the Hydraulics Unit review this problem area and indicate whether they agree with the system proposed.

A private water source (springbox) located at M.P. 89.57 would likely be affected by the drain system proposed. We find the permit for the water supply expired about 20 years ago, so we will make an effort to have the owner find another water source.

This project is on the contract letting schedule for April, 1980.

FE/db

Attachment

cc: Karl Keller

Vorsteeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JAN 16 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up __/__/__
Action

9117

28

STATE OF OREGON **INTEROFFICE MEMO**

Highway - Traffic
DEPT.

378-6537
TELEPHONE

TO: Lyle Watson
Design Engineer Supervisor

DATE: October 16, 1979

FROM: L. E. George
Traffic Engineer

SUBJECT: Accident History on Overlay
Ritter Junction - Long Creek
Pendleton-John Day Highway No. 28
Grant County
M.P. 77.30 to M.P. 91.20

As requested in your letter dated October 10, we have reviewed the accident history of the subject section. Our investigation revealed no apparent accident problem areas. The 1978 accident rate for the section was 0.65 as compared to the statewide rate of 1.39.

L E George
L. E. George
Traffic Engineer

JB:jrb

RECEIVED
OCT 18 1979
ROAD DESIGN
SECTION

Versteeg
Anderson
Christenson
Olson
Sullivan
Terpin
Trout
Wakerlig

Do Not File ☐
Return To
Bring Up ___/___
Action

ROAD DESIGN SECTION 378-6558

L. L. Wallace,
Ass't. Bridge Engineer

October 11, 1979

Lyle K. Watson
Lyle K. Watson
Design Engineer Supervisor

Ritter Jct.-Long Creek Section
Pendleton-John Day Hwy.
Grant County

A 4-inch overlay of the existing highway is proposed on the subject section. Please review and submit your recommendations for handling the overlay at the following structures:

M.P. 77.38 - Br. No. 1922 - Middle Fk. John Day R.

M.P. 82.7 - Br. No. 1811 - Pine Cr.

M.P. 85.06 - Br. No. 1810 - Pass Cr.

M.P. 89.17 - Br. No. 1809 - Long Cr.

Bridge Numbers 1809, 1810, and 1811 have 3'-6" sidewalks on each side.

Guardrail bridge connections will be required at all structures. Please furnish the standard drawing numbers or special drawings for the bridge connections.

This project is not on a schedule yet, but is to be worked up to P.S.&E. We would like an answer by November 5, 1979.

LKW:mw
cc: Karl Keller

Vorsteeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
OCT 12 1979
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up /
Action

OREGON STATE HIGHWAY DIVISION
PROJECT REQUEST

A. IDENTIFICATION: Date: 9/27/79

Proposed Section: Ritter Junction-Long Creek Region: 5
Highway: Pendleton-John Day St. Hwy. No. 28 M.P. 77.3 to M.P. 91.2 Length: 13.9
County(s): Grant (Attach Sketch Map)
Recommended Construction Date: Feb. 1980 Proposed 6 YP
Method of Doing Work: Contract X St. Force Other

B. FINANCING Section Year Funds Available

Postpone ☐ Current 6 YP
Recommend
Cancel ☐ Current 6 YP
Recommend

If not one of the above - Recommended Financing: State Construction Program

FAI ☐, FAP ☐, FAS ☐, ST. CONST. ☒, OTHER ☐

C. ROADWAY & TRAFFIC

	Width				Structures		Extg. Traffic (Year)		Proj. Traffic (Year)	
	No. Lanes	Pvmt.	Shldrs.	Walks	No.	Tot. Lng.	ADT	Service Level	ADT	Service Level
Existing Facility:	2	22	0	0	3	237	500			
Proposed Facility:	2	24	4	0						

D. DEFINE THE PROBLEM:
Roadway is deteriorating due to insufficient base, severe winter weather and heavy loads. It is no longer possible to maintain a satisfactory roadway section by using usual methods.

E. PROPOSED SOLUTION:
Upgrade base, overlay, and widen on the existing alignment. Additional right-of-way is not required. Work on structures is not anticipated.

F. REASON FOR REQUEST AT THIS TIME:
Work is necessary at this time in order to provide a satisfactory roadway. It is no longer possible to maintain the facility by using normal maintenance methods.

G. COST ESTIMATE

Roadway Work	$ 2,000,000.00
R/W (Approx: No. of Parcels 0, Acres 0, Any Reloc. 0).	0
Structures	0
Other (Define)	0
Preliminary Engineering (By Whom)	16,600.
TOTAL	$ 2,016,600.

H. REQUESTED BY:
Region Engineer or Section Head

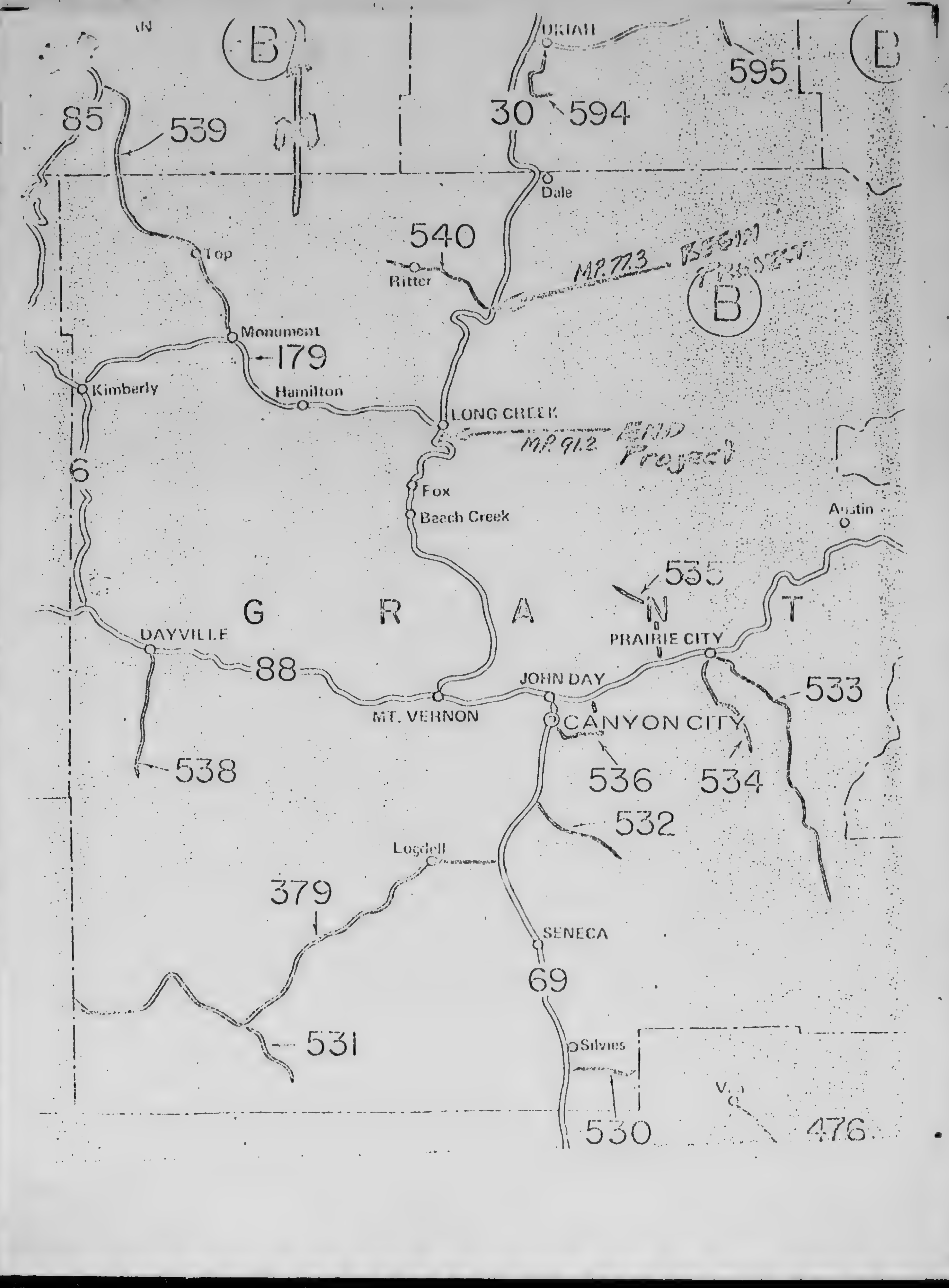
Approval/~~Disapproval~~ 10-12-79
Asst. State Highway Engineer Date

Approval/Disapproval
Asst. Director for Operations Date

Oregon Transportation Commission

Approval Date

Remarks & Action Taken:
For PE Only
using State funds.
Construction will be [illegible] 6YP


B
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UKIAH
595
594
30
85
539
Dale
540
Ritter
MP 77.3 BEGIN PROJECT
Top
Monument
179
Kimberly
Hamilton
LONG CREEK
MP 91.2 END Project
6
Fox
Beach Creek
Austin
535
G R A N T
PRAIRIE CITY
DAYVILLE
88
JOHN DAY
533
MT. VERNON
CANYON CITY
538
536
534
532
Logdell
379
SENECA
69
531
Silvies
530
476

7117

STATE OF OREGON **INTEROFFICE MEMO**

HIGHWAY DIVISION - ODOT 378-6883
DEPT. TELEPHONE

TO: W. E. Schwartz
Region 5 Engineer

DATE: September 26, 1979

FROM: Frank E. Terpin F.E.T.
Location Engineer

SUBJECT: Project Requests

In order that P.E. on the Bully Creek Road-Ritter Junction Section and the Ritter Junction-Long Creek Section may begin before the new Six-Year Highway Improvement Program is approved, it is requested that you submit a Project Request for each of the two projects. Mr. Coulter can then approve the requests for P.E. only and we can get the plans on the shelf for letting in the spring of 1980.

FET:ge

cc: Rulien
Hunter
Moehring

RECEIVED
STATE HWY ENG
SEP 27 '79
REFER TO
[illegible]

81-125-1387

///

STATE OF OREGON

HIGHWAY DIVISION - ODOT
DEPT.

378-6883
TELEPHONE

INTEROFFICE MEMO

TO: W. E. Schwartz
Region 5 Engineer

DATE: September 26, 1979

FROM: Frank E. Terpin F.E.T.
Location Engineer

SUBJECT: Project Requests

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FET:ge

cc: Rulien ✓
Hunter
Moehring

RECEIVED
STATE HWY ENG
9 27 '79
REFER TO
FOR

81 25-1387

7117

STATE OF ORE ON

INTER FICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: July 12, 1979

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Ritter Junction (M.P. 77.3) - Long Creek (M.P. 91.2) Section
Pendleton - John Day Highway, FAP 28
Grant County

The subject project is not included in the Six-Year Program. Field investigation reveals the need for improvement of this section when funds become available.

State funds are needed to prepare a "Shelf job" for future construction utilizing FAP funds which are presently fully committed.

I recommend your approval and request you authorize this P.E. project under delegated authority.

about $20,000

7-13-79

APPROVED BY

H S Coulter
State Highway Engineer

Date 7/12/79

GEZ:pf
Attachment

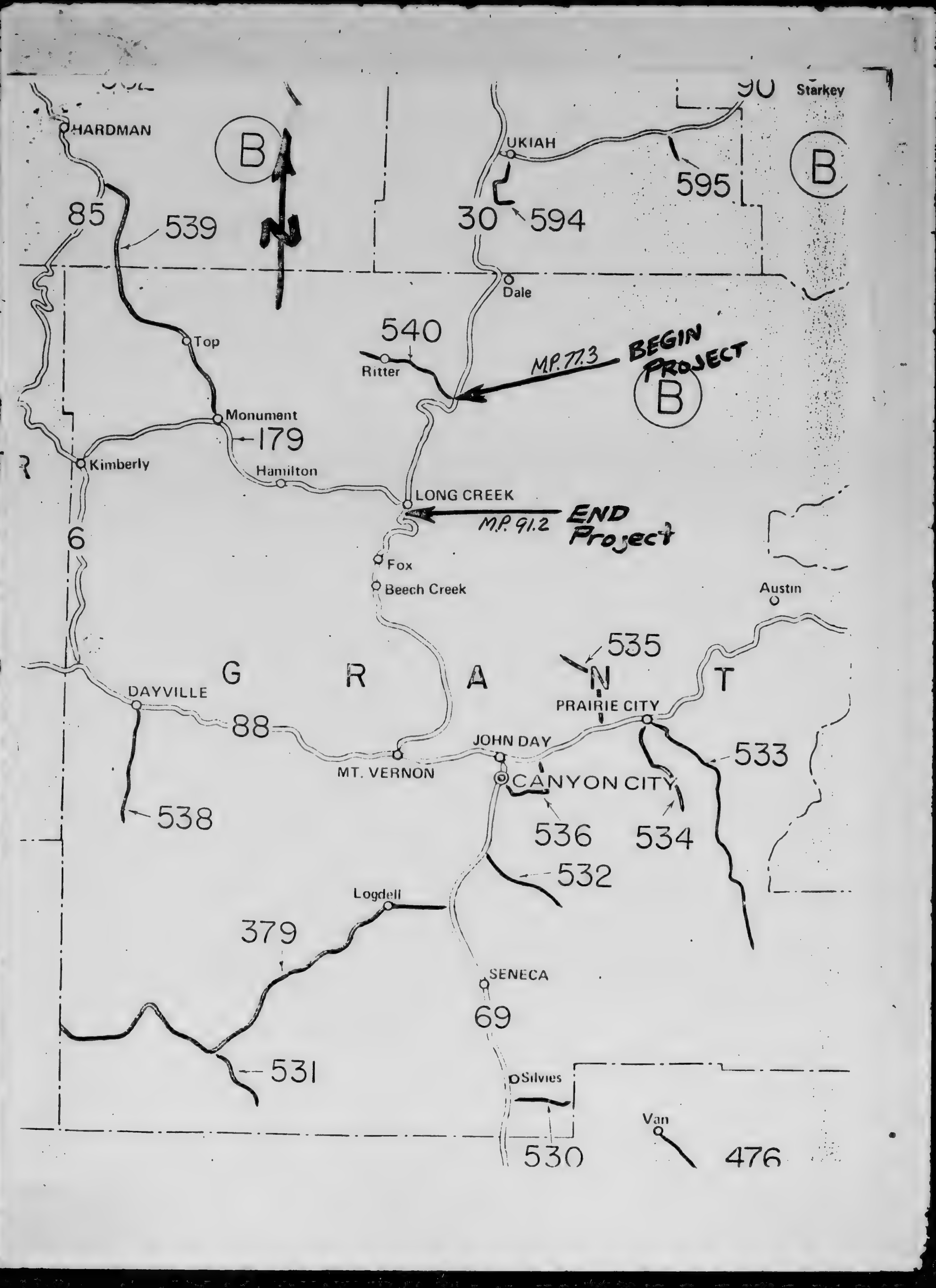
D. E. Swan: Please Update PMS
cc w/attachment:

✓F. B. Klaboe
L. W. Rulien
E. S. Hunter
D. H. Moehring
C. T. Keasey
R. L. Schroeder
G. Bell
J. H. Versteeg
F. E. Terpin
W. E. Schwartz

D. O. Christensen
J. Sullivan
F. W. Yarbrough
P. Lewellyn

RECEIVED
DOT DIRECTOR
JUL 17 '79
REFER TO
FOR
Info Inves R/D D/R Sign File

1-125-1387


90
Starkey
HARDMAN
B
UKIAH
595
B
85
539
30
594
Dale
540
Ritter
M.P. 77.3
BEGIN PROJECT
B
Top
Monument
179
Kimberly
Hamilton
LONG CREEK
END Project
M.P. 91.2
6
Fox
Beech Creek
Austin
535
G R A N T
DAYVILLE
PRAIRIE CITY
88
JOHN DAY
533
MT. VERNON
CANYON CITY
538
536
534
532
Logdell
379
SENECA
69
531
Silvies
Van
530
476

6117

28

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

P.O. Box 765
Hermiston, Oregon 97838
July 9, 1979

To: Frank Terpin
Location Engineer

SUBJECT: Ritter Jct.-Long Creek
Pendleton-John Day Hwy.
Grant County
Letter of Transmittal

To Final Design 7-12-79

Enclosed please find the following location data for the above subject project.

1- Pad: Containing; Narrative Report, Quantity Summary & Cost Estimate, Locating Engineer's Statement, Striping Cost Estimate, Typical Section, Quantity Calculation Sheets, & Field Notes.

1- Roll: Platted X-Sections
([illegible] folded to 8½ x 11 [illegible])

Ed Neilsen
Ed Neilsen
Asst. Resident Engr.

EN:tm
cc.:Region
file

RECEIVED
JUL 10 1979
LOCATION
SECTION

SP*52475-734

1980 Valley of the Rogue St. 9118
Park. (Sewerage system)

I-5 X

STATE OF OREGON

Parks and Recreation Division 378-6905

INTEROFFICE MEMO

TO: Jim Gix, Construction Engineer
Highway Division, Region 3

DATE: September 21, 1982

FROM: Larry Jacobson, Deputy
State Parks Administrator

SUBJECT: Valley of the Rogue Toilet Building Contract

1 Versteeg
Anderson
2 Adams
3 Gibson anderson
Sullivan
Turpin
Trout

RECEIVED
SEP 22 1982
ROAD DESIGN SECTION

Action

RW Copy Bridge

As you are probably aware, the plumbing inspector on the above project has red-tagged the potable water connection to the existing 4" main. He has determined that the 4" pipe is ABS drain, waste and vent pipe which has never been approved for potable water use. The subject pipe is approximately 2,640' long and serves the tent camp loop and rest area at Valley of the Rogue.

As you can see by the attached correspondence, we attempted to get the Director of the Department of Commerce to approve continued use of the subject pipe, but we were unsuccessful in this attempt. At this point it appears there are three alternatives.

1. Appeal the decision of the Department of Commerce.
2. Construct the toilet building and leave it locked until the 1983-85 biennium when money would be available for pipe replacement.
3. Seek state and federal highway funds in order to replace the 4" main at this time.

We do not believe that further discussion with the Department of Commerce would lead to approval of the waiver. Leaving a new building locked for an extended period of time would invite vandalism and adverse public opinion. At this time, it would seem that seeking Highway funds for replacement of the water line would be the best alternative.

Vern Neiswanger from Bill Maude's office indicates that the contractor would replace the 4" line with a new 4" PVC pipe for approximately $16,000. Further negotiations with the contractor may reduce this price even more. We believe that if the consumption of water furnished by the 4" pipe was allocated to the tent camp and to the rest area for a period of one year, it would probably indicate that the rest area consumes 80% of the water. We recommend seeking the necessary funds to bring the line up to code.

LJ:JEH:md

encl.

cc: John Hunter
Dick Holt
Bill Maude
Ed Hunter
Ray Leavitt

RECEIVED
TECHNICAL SERVICES
SEP 22 '82
REFER TO Lindley
FOR

File	
Act	
Sign	
D/R	
R/D	
Inves	
Info	✓

[illegible]
Glen H
9-15

VICTOR ATIYEH
GOVERNOR

Department of Commerce
BUILDING CODES DIVISION
401 LABOR & INDUSTRIES BUILDING, SALEM, OREGON 97310 PHONE 378-4133

September 9, 1982

Dave Talbot
State Parks Administrator
Department of Transportation
525 Trade Street S.E.
Salem, OR 97310

Re: Valley of the Rogue State Park
Potable Water Main

Jane Huston referred your August 23 letter to me with a request that I respond to it.

You asked the Director to approve a "waiver" that would allow connection of a water supply line to a new toilet building to an existing main line. Our Medford plumbing inspector had ruled that the 4-inch main line is not an approved material. There was some difficulty determining exactly what material the existing pipe is, due to the absence of markings. However, it seems reasonable to conclude from the appearance and age of the 4-inch pipe that it is not a material approved by the State Plumbing Code for the conveyance of potable water.

Therefore, it is highly doubtful that Building Codes Division staff would recommend a favorable ruling by the Director. In any case, the Director must obtain approval by the State Plumbing Board before making any such ruling, and, based on the above information, there is little chance of this occurring.

I suggest you consider the alternative of replacement of this 4-inch line with an approved product. People on my staff believe the cost of replacement could be considerably less than the amount indicated in your August 23 letter. My Chief Plumbing Inspector would be happy to work with someone on your staff to explore the least expensive method for solving this problem.

However, if you wish a ruling by the Director, please provide additional detail, including a plot plan showing the present and proposed uses of water being conducted through this 4-inch pipe.

Warren J. Hearle
Building Codes Administrator

WJH:pw

VICTOR ATIYEH
GOVERNOR

Department of Transportation
PARKS AND RECREATION DIVISION
525 TRADE STREET SE., SALEM, OREGON 97310

August 23, 1982

Jane F. Huston, Director
Department of Commerce
428 Labor and Industries Bldg
Salem, Oregon 97310

RE: Valley of the Rogue State Park
Potable Water Main

The State Highway Division has under construction a new toilet building in the rest area portion of Valley of the Rogue State Park in Jackson County.

When the Highway Division's contractor was connecting to the existing 4 inch potable water main, Bill Hansen, the plumbing inspector from your Medford office, ruled that the 4 inch pipe is not acceptable, according to the plumbing code. The park manager uncovered about 20 feet of the pipe but could find no markings which would indicate the exact type.

The subject pipe is approximately one-half mile long and would cost $18,000 to replace under contract. Because of the current funding situation and budget cut-backs, the State Parks Division is not financially able to replace this section of water pipe. The existing line has been in service for approximately 20 years and during that time there has been no pipe breakage or deterioration, or problems with bacterial or chemical quality of the water.

We respectfully request your approval of a waiver that would allow connection of the water supply line from the new toilet building to the existing 4 inch main line.

If we can provide additional information, please let me know.

David E Talbot

Dave Talbot
State Parks Administrator

DT:JH:kg

bc: Larry Jacobson
John Hollingsworth
Gerry Lucas
Ion Herring
Jim Gix
Bill Maude

7117

I-5

ENVIRONMENTAL REVIEW CHECKLI

ALL CLEAR 4/27/82
Donald L [illegible]

May 27, 1982 Bid Letting ___________ All Clear Deadline

SECTION Valley of Rogue State Park
Highway Pacific
County Jackson Region 3
Type of Work Impr. T-Bldg. Funds ______
State OR Consultant ____ Plans Avail. ___Yes ___No

DOCUMENTS:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	2 EXC
EIS	☒	☐	☐	☐	☐	
Negative Declaration	☒	☐	☐	☐	☐	
Project Assessment	☒	☐	☐	☐	☐	
Write-off Letter	☒	☐	☐	☐	☐	

PERMITS:						
Division of State Lands	☒	☐	☐	☐	☐	
D.O.G.M.I.	☒	☐	☐	☐	☐	
Corps of Engineers	☒	☐	☐	☐	☐	
Coast Guard	☒	☐	☐	☐	☐	
Co. Conditional Use	☒	☐	☐	☐	☐	
NPS Air Pollution	☒	☐	☐	☐	☐	
NPS Water Pollution	☒	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	

CULTURAL:						
Cultural Survey	☐	☒	☐	☐	☒	
Cultural Salvage	☒	☐	☐	☐	☐	

NOISE:						
Noise Study	☒	☐	☐	☐	☐	

9118

L

March 18, 1982

United Pacific Insurance Company
33405 8th Avenue, South C-3000
Federal Way, WA 98003

CON 5
#9118

Attention: R. M. Laursen
Bond Claim Department

RE: Contract No. 9118
John L. Thomas Construction
Valley of the Rogue State Park
Sewage System
Jackson County

Gentlemen:

On April 27, 1981, we notified you that the total contract amount on the above contract would be $290,421.55. Due to an overpayment, the total contract amount on this contract will be $289,671.55. The force account amount remains $2,640.68.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

John L. Thomas Construction
486 S.E. Uglow
Dallas, OR 97338

bc: C. T. Keasey
Walt Hart
A. Shirley

STATE COPY

cy: OSHD (H S Coulter)

2

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Jackson	DIVISION Oregon
DATE OF REPORT 2-22-82	REPORT MADE BY W. N. Bryant, Area Engineer		PROJECT NO. I-5-1(96)46
COMPLETION DATE 12-3-80	ACCEPTANCE DATE BY CONTRACT AGENCY 4-9-81	TIME ELAPSED 113 %	CONTRACT TIME 10/3/80 comp.date
APPROVED EXTENSIONS 27 days	LOCATION Rogue Valley SRA on I-5 at approximately M.P. 46.		

~~*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.~~

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

RECEIVED
STATE HWY ENGR
MAR 3 '82
REFER TO
[illegible]
FOR
Info Inves R/D C/R Sign Act File

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

VALLEY OF THE ROGUE STATE PARK
JACKSON COUNTY
Sewerage System

This project provided for the construction of a sewerage lagoon for the Rogue Valley Safety Rest Area and the adjacent State Park. Funding was split 40% Interstate and 60% State Park funds, based on respective usage.

A contract in the amount of $275,666.50 was awarded John Thomas Construction, Dallas, Oregon, on April 7, 1980. Work began on May 7, 1980 and was completed in reasonably close conformance with the approved plans and specifications, including approved changes, on December 3, 1980 at a final cost of $307,274.08 which includes $274,641.67 for bid item work, $13,139.20 for approved changes, $2,640.68 for approved Force Account work, $752.53 for approved State Force work, and $16,100.00 for construction engineering.

The work was completed on December 3, 1980 as compared to the specified completion date of October 30, 1980. A 27-day time extension was approved by the State on March 10, 1981 leaving 5 days for which liquidated damages in the amount of $750.00 should have been assessed. However, no liquidated damages were assessed on the Progress Estimate and Cost Report dated April 9, 1981. The Federal-aid portion of the contract work should be adjusted accordingly.

(continued to next sheet)

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. N. Bryant Area Engineer W. N. Bryant		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE	TITLE Field Operations Engineer	DATE

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

All work, including that listed in the final inspection report as remaining to be completed, has been completed in a satisfactory manner.

116 5613 files L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
JUN 30 1981
NORMA PAULUS
SECRETARY OF STATE

June 29, 1981

IN REPLY REFER TO FILE NO.:
CON 5
#9118

Palco Linings, Inc.
P. O. Box 919
Stanton, CA 90680

Attention: Richard Cain, President

FILED
30
NORMA PAULUS
SECRETARY OF STATE

Gentlemen:

This letter acknowledges receiving your Notice of Claim for labor and materials in the amount of $1,297.84 against John L. Thomas Construction. This is in regard to our Contract No. 9118 for a sewage system at the Valley of the Rogue State Park in Jackson County.

We are sending a copy of this letter and your claim letter to the Secretary of State's office for filing. We will also notify the surety and the prime contractor.

Please notify us when the claim has been paid.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

NOTED O
7-7-81 dmc

cc: John L. Thomas Construction
122 N. W. Fairhaven
Dallas, OR 97338

United Pacific Insurance Co.
Fidelity & Surety Dept.
P. O. Box 1216
Tacoma, WA 98401

United Pacific Insurance Co.
Attn: R. M. Laursen, Bond Claim Dept.
33405 8th Avenue, S.
C-3000
Federal Way, WA 98003

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

PALCO LININGS, INC.

Main Offices and Plant
7571 Santa Rita Circle
P.O. Box 919 • Stanton, CA 90680
(714) 898-0867

June 17, 1981

Department of Transportation
Room 121
Transportation Building
Salem, Oregon 97310

Attn: Robert Gormsen

Re: Job 9118 - Dept. of Transportation
State Highway Division
Sewerage System
Valley of the Rouge State Park
Jackson County, Oregon

Dear Mr. Gormsen:

Per our conversation yesterday, enclosed are supporting documents for our invoice #531 to John Thomas Construction, in the amount of $1,297.84, which to date, remains unpaid.

We provided John Thomas Construction with a 20-mil plastic liner, adhesive and supervision for the above mentioned project. We were paid in full for the liner and adhesive, however, the supervision bill has been uncollectable to date.

The supervision charges were for the services of Winston Bachelder, of our firm, and are broken down as shown on the invoice.

Your assistance in forwarding this information to the surety company for payment is greatly appreciated.

Sincerely,

Richard Cain

Richard Cain
President
PALCO LININGS, INC.

RC/te

enc: J. Thomas letter 5/30/81
Palco letter 3/28/80
Inv. # 531 + back up for charges
Attempt to collect notes

RECEIVED
JUN 19 [illegible]
[illegible]

JOH L. THOMAS CONSTRUCTION
122 NW. FAIRHAVEN
DALLAS, OR 97338
623-4175

May 30,1980

Palco Linings, Inc.
P O Box 919
Stanton CA 90880

ATTN: Richard Cain

Will you please ship to the Valley of the Rouge State Park the liner that you quoted for this project. The State has approved it for this project.

I will be in touch with you by phone to get a supervisor to be here when we install the liner. I appreciate your help.

Thank you.

Sincerely,

John Thomas

JT/pt

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22
SERVICES
OF TRANSPORTATION

$.075

PALCO LININGS, INC.

Main Offices and Plant
7571 Santa Rita Circle
P.O. Box 919 • Stanton, CA 90680
(714) 898-0867

March 28, 1980

1st - 10th
money by 25th

503 - 623-4?75
5-2-80
[illegible]

Mr. John Thomas
John Thomas Construction Co.
122 N.W. Fairhaven
Dallas, Oregon 97338

Subj: Valley Of The Rogue State Park
PVC Pond Liner Between Medford + Grants Pass

Dear John:

Confirming our telephone quote of March 24, 1980 on the above project, the following are the quantities and prices we discussed:

20-mil PVC liner - 110,321 SF @ $.15 = $16,548.15
5 panels 48.4' X 375' - 5 pallets @ 2,600 pounds each
4 panels 35.2' X 139' - 1 pallet @ 2,800 pounds (4 panels on one pallet)
8 gallons seam adhesive included

The above price is F.O.B. Stanton, California.
Terms are net 30 days from ship date.
Estimated weight = 16,000 pounds.
Truck bed space = 8'-0 wide X 4.5' high X 16'-0 long.

We would be able to furnish an experienced field superintendant at $250.00 per day plus travel and subsistance at cost portal to portal from Indio, California.

Enclosed are four sets of samples and specifications along with four Palco brochures.

I was glad to hear that you were apparent low bidder on this project, congratulations. Let's hope they award in the near future. Our prices are good for sixty days.

Please send a copy of the specifications and plans showing the pond dimensions and anchor trench detail along with any penetration details. We can then make a layout drawing for you and provide suggested details for sealing to structures.

Once again, congratulations on your low bid. We hope to hear from you soon.

Sincerely,

Richard Cain
President
PALCO LININGS, INC.

RC/te

enc: 4 each - 20-PVC samples & specs, brochures

RECEIVED
[illegible] 19 [illegible]
[illegible] SERVICES

[illegible]
P O Box [illegible]
STANTON CA 9068[illegible]

(714) 898-0667

[illegible]

INVOICE DATE	SALESMAN
7-9-80	00070

SHIP TO

TO John Thomas Construction
122 N.W. Fairhaven
Dallas, Oregon 97338

YOUR ORDER NO.	DATE SHIPPED	SHIPPED VIA	F.O.B. POINT	TERMS
J. Thomas			Stanton, Ca.	Net 30 days

QUANTITY	DESCRIPTION	UNIT PRICE	TOTAL
	Supervision Expenses		
	Airfare		218 00
	Auto rental		129 29
	Airport Parking		4 50
	Lodging		100 80
	Meals		55 25
	one day travel, 2 days supervision on site	250 00 day	750 00
			$1,257 84

QUADRUPLICATE

Thank You

RECEIVED
JUL 10 1981
SERVICES
[illegible] TRANSPORTATION

INVOICE FOR John Thomas

AIR FARE	258.00	✓
AUTO	129.29	✓
Airport Parking	4.50	✓
Lodging.	100.80	✓
MEALS.	55.25	
1 DAY TRAVEL 2 DAYS ON SITE	750.00	
	1297.84	

RECEIVED
JUN 19 1981
CO[illegible] SERVICES
[illegible] TRANSPORTATION

INVOICE

Royal Westminster Travel Service
8001 WESTMINSTER BOULEVARD
WESTMINSTER, CALIFORNIA 92683
Phone: (714) 898-4404

TO:
PALCO LININGS INC.
JEAN.....

№ 2455

DATE JUNE 27, 1980

AIRLINE TICKET: W. Bachelder 1213:589:259 Total $258.00
LOS ANGELES / MEDFORD ROUND TRIP
June 30 / Jul 03 1980......

Thank you.

os

THIS INVOICE REPRESENTS AN IMMEDIATE TRANSFER OF FUNDS FROM OUR AGENCY TO THE PARTICIPATING CARRIERS UPON ISSUANCE OF TICKETS. YOUR PROMPT REMITTANCE WILL BE APPRECIATED.

R [illegible] D
[illegible] 19 [illegible]

AUTHORIZED FOR 3
1C

Budget
rent a car

#73-3707

BUDGET RENT A CAR
OF MEDFORD

Mls. @ $ unl	—	—
Hrs. @ $ 6.15		
3 Dys. @ $ 33.00	79	00
Wks. @ $ 198.00		
@ $		
Collision Damage Waiver 3.75	11	25
Other		
Sales Tax no %	—	—
Gasoline Customer Buys	13	04
Other PAI 2.00	6	00
Sub Total	129	29
Less Refund For:		
Total Charge	129	29

MILEAGE RATE DOES NOT INCLUDE GASOLINE

ALL TRAFFIC VIOLATIONS RESPONSIBILITY OF RENTER

RA No. A520 080783

Collision Damage Waiver
X

Special Remarks:
A520-080783
car #52-188

Authorization No.
Purchaser X W. L. Batchelder

The purchaser acknowledges charges shown as correct and agrees to pay same to Budget Rent a Car in accordance with the terms of an agreement between Budget Rent a Car and the company to whom the credit card used is issued.

City Medford
State/Province Or
Car Type Chev. Malibu
Date/Time In 10:20 am 7/3
Date/Time Out 6 pm 6/30

Miles In	2	2	7	9	1
Miles Out	2	2	6	5	1
Miles Driven			1	4	0

CHARGE INVOICE
CUSTOMER'S COPY

PLEASE USE BALL POINT PEN ONLY
BEAR DOW

CITY/STATE/ZIP
LICENSE NO./EXP. DATE/STATE
COMPANY
COMPANY PHONE/CORP. RATE NO.
CHARGE CARD NO./F.C.W./PAI/CR/RA/TRANSACTION
REMARKS
ADDITIONAL DRIVER/D.O.B.
LICENSE NO./EXP. DATE/STATE
LOCAL ADDRESS

DUE BACK DATE / /
CUSTOMER AGREES TO RETURN VEHICLE ON OR BEFORE DUE BACK DATE TO SAME LOCATION WHERE RENTED UNLESS OTHERWISE SPECIFIED HERE.

ADDRESS	CITY	PHONE	
EXTEND TO	M	DAY OF 19	INITIAL
EXTEND TO	M	DAY OF 19	INITIAL

FULL COLLISION COVERAGE: By Initialing, Customer agrees to pay at rate shown per day, or part of day, additional fee and Budget waives claims against customer for collision and comprehensive damage to vehicle provided it is operated or used in conformity with Rental Agreement. INITIAL

DAMAGE LIABILITY: By Initialing, Customer agrees to pay Budget for all loss or damage to vehicle (regardless of negligence) limited, however, to $250.00 provided vehicle is operated or used in conformity with Rental Agreement. INITIAL

DAMAGE DESCRIBE: NO DAMAGE
REMARKS:

I AGREE TO BE BOUND BY THE CONDITIONS AND TERMS ON BOTH SIDES OF THIS RENTAL AGREEMENT.

PREPARED BY
X
CUSTOMER'S SIGNATURE

MAKE
TIME IN
TIME OUT
MILEAGE IN
MILEAGE OUT
MILES DRIVEN

WEEKS @
@
TOTAL TIME & MILEAGE
FULL COLLISION $ A DAY
SUB TOTAL
SALES TAX %
SUB TOTAL
GAS INCLUDED ☐ NOT INCL. ☐
PERSONAL ACCIDENT (WITH MEDICAL)
SUB TOTAL
DEDUCT
SUB TOTAL

PERSONAL ACCIDENT INSURANCE $50,000.00 WITH MEDICAL BY THIS ACCEPTANCE CUSTOMER PURCHASES ACCIDENT INSURANCE AS DESCRIBED IN THE CERTIFICATE OF INSURANCE (AVAILABLE ON REQUEST) AND AGREES TO PAY A PREMIUM AS SHOWN IN THE ADJOINING COLUMN.
DEATH BENEFIT PAYABLE TO SPOUSE.
ACCEPTED INITIAL X
DECLINED INITIAL X

TRAFFIC VIOLATIONS ARE RESPONSIBILITY OF CUSTOMER

FREE RESERVATIONS TO
Budget EVERYWHERE
CALL: 1-800-228-9650

DRIVER MUST BE 21 OR OLDER, AUTHORIZED AND LICENSED

RETURNED TO	CALLED IN BY	CONTRACT CLOSED BY

PAID $
CHARGED $
REFUNDED $
CUSTOMER SIGN.

SECURITY DEPOSIT DATE AND INITIAL $
ADDITIONAL DEPOSIT DATE AND INITIAL $
ADDITIONAL DEPOSIT DATE AND INITIAL $
TOTAL DEPOSIT $
NET DUE Budget
REFUND DUE CUSTOMER
CONTRACT CLOSED SUBJECT TO AUDIT

Budget CARS *Park Free* AT MORE THAN 300 DIAMOND PARKING LOCATIONS
SINCE 1922

RESERVATION COPY

3rd day of .... 19 ....

ITEMS	PLACE	AMOUNT
[illegible]		114
Breakfast	[illegible]	
Lunch	U.S.A.	
Dinner		
☒Hotel ☐Motel		
Sample Room		
☐Plane ☐Train		
☐Plane ☐Train		
☐Bus ☐Taxi		
☐Bus ☐Taxi		
Baggage		
Tips		
Telephone, Telegrams		
Postage		
Entertainment		
Public Stenographer		
Auto Allowance	U.S.A.	
Auto Rental		
Gas		
Oil		
Lubrication		
Washing		
☐Tires ☐Repairs, Parts		
Parking and Storage		
Tolls		
...... Miles @		
Travel Time from (hr.) ...... to (hr.)		
Total Expense for Today		

KEEP ALL BILLS AND RECEIPTS REQUIRED BY IRS
ESTABLISH BUSINESS PURPOSE

ROOM NO.

1		1
2		2
3		3
4		4
5		5
6		6
7		7
8		8
9		9
10		10
11		11
12		12
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26		26
27		27
28		28
29	6.20	29
30		30
31		31
32		32

LAST AMOUNT IN THIS COLUMN IS BALANCE DUE

CHARGE TO John Thomas Project

SIGNATURE

STREET

CITY - STATE - ZIP

RED LION MOTOR INN®

200 NORTH RIVERSIDE
MEDFORD, OREGON 97501
(503) 779-5811

5190456

SALES DRAFT

U. S. BANK

DEPT. NO.	CLERK'S NO.	CLERK'S INIT.	

QTY.	DESCRIPTION	UNIT COST	AMOUNT
	4474-		
AUTHORIZATION CODE		SUB TOTAL	
		TAX	
		TOTAL	

X
CARDHOLDER SIGNATURE

RETAIN THIS COPY FOR STATEMENT VERIFICATION.

6 60 00

RECEIVED
19
DEPARTMENT OF

4050 219 022 028 5112461

FALCO LININGS INC 07/80 BNG
VIN BACHELDER

023 337797FNB
SANDPIPER V
MEDFORD 17 2 80
5361007248 OR

Medford, Ore.
Dinner

SALES DRAFT

SALES DRAFT	DEPT NO	S NO	CLERK'S INIT. O.P.	TAKE / SEND
QUAN	CLASS	DESCRIPTION	UNIT COST	AMOUNT
		Dinner		12 70
		Service		2 00
DATE	AUTHORIZATION CODE		SUB TOTAL	14 70
			TAX	
			TOTAL	14 70

Purchaser Accepts: Cardholder agrees to pay to the issuer of the credit card used herein (issuer) on order the amount shown as the TOTAL herein in accordance with the terms of the Cardholder Agreement with issuer. SALE CONFIRMED AND DRAFT ACCEPTED

X
CARDHOLDER'S SIGNATURE

CARDHOLDER COPY

RETAIN THIS COPY FOR STATEMENT VERIFICATION

~~Harrison~~ #(MD) 5# - 5
Bus. 848-0865

4053 214 022 028 5 153875

07/. BVG
PALCO LININGS INC
WIN BACHELDER

023 337797FNB 070180
SANDPIPER V
MEDFORD
5361007248 OR

[illegible] Medford

SALES DRAFT

DEPT NO	K'S NO	CLERK & INIT	TAKE	✓
			SEND	

QUAN	CLASS	DESCRIPTION	UNIT COST	AMOUNT
				11 50
		SERVICE		2 20

7-1-80 DATE	AUTHORIZATION CODE	SUB TOTAL	
		TAX	
		TOTAL	13 70

Purchaser Acceptor (Cardholder) agrees to pay to the Issuer of the credit card used herein ("Issuer"), or order, the amount shown as the TOTAL hereon in accordance with the terms of the Cardholder's agreement with the Issuer. SALE CONFIRMED AND DRAFT ACCEPTED

X W S Bachelder
CARDHOLDER'S SIGNATURE

CARDHOLDER COPY

13.70

[illegible]

RETAIN THIS COPY FOR STATEMENT VERIFICATION

4050 214 022 028

5953981

07/80 BKG

FALCO LININGS INC
VIN BACHELDER

HUNGRY WOODSMAN
084420083
MEDFORD 6 30 80
5361006828 OR

SALES DRAFT	DEPT NO	CLERK'S NO	CLERK'S INIT. 52	U.S. BANK

	DESCRIPTION	UNIT COST	AMOUNT
	Dinner		13 45
	26749		

DATE	AUTHORIZATION CODE	SUB TOTAL	
6-30-80	00014		
		TAX	
		TOTAL	[illegible]

I have received goods and/or services in the amount of the Total shown at the right. I agree to pay the above Total and all other authorized charges on the account as provided in the agreement furnished with this card.

X

CARDHOLDER COPY

Dinner – Medford site
Re: Thomas Const. Project.

RETAIN THIS COPY FOR STATEMENT VERIFICATION.

PALCO LININGS, INC.

Main Offices and Plant
7571 Santa Rita Circle
P.O. Box 919 • Stanton, CA 90680
(714) 898-0867

March 11, 1981

John Thomas
John Thomas Construction Company
122 N. W. Fairhaven
Dallas, OR 97338

Dear John:

Having not heard from you since my phone call of March 3, 1981, I am writing to express our concern over the unpaid amount of $1,297.87 we have so patiently waited for.

You have promised me personally you would check this out, yet we have heard nothing. This account is nine months old. Please let me know your intentions on this matter. We have no choice but to turn the account over to collection if we don't hear from you. Having personally worked with you on the project, I surely did not believe this situation would arise.

I urge your immediate reply.

Yours truly,

W. S. Bachelder
Marketing Director
PALCO LININGS, INC.

WB/jg

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

PS Form 3811, Jan. 1978

RETURN RECEIPT, REGISTERED, INSURED AND CERTIFIED MAIL

● **SENDER:** Complete items 1, 2, and 3.
Add your address in the "RETURN TO" space on reverse.

1. The following service is requested (check one.)
   - ☒ Show to whom and date delivered............ 80¢
   - ☐ Show to whom, date and address of delivery...___¢
   - ☐ RESTRICTED DELIVERY
     Show to whom and date delivered.............___¢
   - ☐ RESTRICTED DELIVERY.
     Show to whom, date, and address of delivery.$___

   (CONSULT POSTMASTER FOR FEES)

2. ARTICLE ADDRESSED TO:
John Thomas
John Thomas Construction Company
122 N.W. Fairhaven
Dallas OR 97338

3. ARTICLE DESCRIPTION:

REGISTERED NO.	CERTIFIED NO.	INSURED NO.
	9472018	

(Always obtain signature of addressee or agent)

I have received the article described above.
SIGNATURE ☐Addressee ☐Authorized agent

4. DATE OF DELIVERY 3/1

POSTMARK

5. ADDRESS (Complete only if requested)

6. UNABLE TO DELIVER BECAUSE:

CLERK'S INITIALS

☆GPO : 1979-288-846

P11 9472018

RECEIPT FOR CERTIFIED MAIL

NO INSURANCE COVERAGE PROVIDED—
NOT FOR INTERNATIONAL MAIL
(See Reverse)

SENT TO John Thomas
STREET AND NO. John Thomas Const. Co.
P.O., STATE AND ZIP CODE 122 NW. Fairhaven Dallas, OR 97338

POSTAGE				$ 15
CONSULT POSTMASTER FOR FEES	CERTIFIED FEE			80 ¢
	OPTIONAL SERVICES	SPECIAL DELIVERY		¢
		RESTRICTED DELIVERY		45 ¢
		RETURN RECEIPT SERVICE	SHOW TO WHOM AND DATE DELIVERED	¢
			SHOW TO WHOM, DATE AND ADDRESS OF DELIVERY	¢
			SHOW TO WHOM AND DATE DELIVERED WITH RESTRICTED DELIVERY	¢
			SHOW TO WHOM, DATE AND ADDRESS OF DELIVERY WITH RESTRICTED DELIVERY	¢
TOTAL POSTAGE AND FEES				1.40
POSTMARK OR DATE				

PS Form 3800, Apr. 1976

11-18-80

Left message with Mrs. Thomas to have Mr. Thomas call us about unpaid invoice

Jw

12/1/80. — Left [illegible] to call 12/2/80.

12/2/80. John Thomas called
says he paid Bill!
Will [illegible] check and
call me back.

12/30 - Left message w/ daughter -
still no money. Jw

3/31/81 - Was calling him.
Mr. Thomas says he
mailed check long ago -
is checking with Bookkeeper -
Was told him to place
stop payment & reissue

J

L.

STATE OF OREGON

INTEROFFICE MEMO

FILE: CON 5 #9118

TO: H. S. Coulter
State Highway Engineer

DATE: May 7, 1981

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Valley of the Rogue State Park
Jackson County
Contract No. 9118

This federal-aid sewage system project has been completed and the need for an increased project authorization is apparent. The project will exceed the amount authorized by approximately $19,700, or 6.3 percent.

The washdown water supply system was to use filtered effluent originally, but it was decided to use clean water at the lagoon site instead. This change cost $8,153. Additional liner cover was placed over a soft area of the sewage lagoon at a cost of $2,654. Upon completion of the work, it was determined that seeding and mulching of the outer slopes of the lagoon was needed. This work was performed by State forces at a cost of $3,000.

Project engineering overran by approximately $15,000 due to problems encountered in the washdown system and the lagoon soft spot problem. Also, a low work volume for the crew during the period resulted in higher than usual overhead charges for the project. *

The increased project cost is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission as is a copy of the Expected Overrun of Project Authorization form.

WR:fr

Att.

cc: Alfred Shirley, Jr.
William Maude
Robert Church

* Due to the low work volume, the Resident assigned to this project has been reassigned and the crew consolidated with another in the area.

91.4

L.

DATE: May 7, 1981

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Valley of the Rogue State Park
Jackson County
Contract No. 9118

This federal-aid sewage system project is in need of an increased project authorization. The project is expected to exceed the amount authorized by approximately $19,700, or 6.3 percent.

The washdown water supply system was to use filtered effluent originally but it was decided to use clean water at the lagoon site instead. This change cost $8,153. Additional liner cover was placed over a soft area of the sewage lagoon at a cost of $2,654. Upon completion of the work, it was determined that seeding and mulching of the outer slopes of the lagoon was needed. This work was performed by State forces at a cost of $3,000.

Project engineering overran by approximately $15,000 due to problems encountered in the washdown system and the lagoon soft spot problem. Also, a work low volume for the crew during the period resulted in higher than usual overhead charges for the project.

The increased project cost is eligible for federal participation.

It is recommended that the authorization for this project be increased by $19,700 to a new total of $332,921.98. This matter will be on the consent calendar for the May 19 meeting.

bc F. B. Klaboe
R. W. Gormsen
C. T. Keasey
V. E. SKoog
Alfred Shirley, Jr.
George Bell

#9118

April 27, 1981

United Pacific Insurance Company
33405 8th Avenue, South C-3000
Federal Way, WA 98003

COM 5
#9118

Attention: R. M. Laursen
Bond Claim Department

Gentlemen:

Contract No. 9118 awarded to John L. Thomas Construction for the sewage system in Valley of the Rogue State Park in Jackson County was completed on January 29, 1981, and accepted by the State Highway Division on April 9, 1981.

Final payment will be released to the surety at the above address and to your attention in the amount of $3,500 after May 4, 1981. The total contract amount is $290,421.55 including $2,640.68 for work performed under force account.

You have been advised previously that a claim has been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn

cc

United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma, WA 98401

John L. Thomas Construction
486 S.E. Uglow
Dallas, OR 97333

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Alfred Shirley

#9118

April 27, 1981

United Pacific Insurance Company
33405 8th Avenue, South C-3000
Federal Way, WA 98003

CON 5
#9118

Attention: R. M. Laursen
Bond Claim Department

Gentlemen:

Thank you for your letter of April 22 concerning the John L. Thomas Construction Contract No. 9118 for a sewage system in Valley of the Rogue State Park and the contract with the State Parks Division and Department of General Services for the Fort Stevens State Park Sewerage System.

As requested in your letter, we will direct all future payments to the above address and to your attention on Contract No. 9118.

We are sending a copy of your letter to John Hollingsworth in our State Parks Division for his handling of your request concerning the Fort Stevens State Park Sewerage System Project.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc
United Pacific Insurance Company
Fidelity and Surety Department
P.O. Box 1216
Tacoma, WA 98401

John L. Thomas Construction
486 S. E. Uglow
Dallas, OR 97338

John Hollingsworth
Jack Sollis
Jan Peterson
Bob Church

SERVICE INTEGRITY PROTECTION
UNITED PACIFIC/RELIANCE INSURANCE COMPANIES
33405 8TH AVE. SO. ▪ C-3000 ▪ FEDERAL WAY, WA. 98003 ▪ AC 206-952-5000

April 22, 1981

Department of Transportation
Transportation Building
Salem, Oregon 97310

Mr. Robert W. Gormsen
Commission Services

Dear Mr. Gormsen: 074-81-00202, 074-81-00203
Principal: John L. Thomas Construction

This is to confirm the understanding and consent of the United Pacific Insurance Company to Mr. John L. Thomas' request of March 24, 1981. His correspondence of that date referenced Contract #112-80, Ft. Stevens State Park Sewerage System, and Contract #9118, Valley of the Rogue State Park Sewerage System.

Please direct all further earned but undisbursed progress payments, all progress payments and retention to be earned and disbursed and all other contract compensation with respect to these projects to the United Pacific Insurance Company at the address listed above, to my attention. According to the terms of your April 10, 1981 letters to John L. Thomas Construction, all future payments will be directed to our company upon the receipt of this letter.

Thank you for your assistance and cooperation in these matters.

Very truly yours,

UNITED PACIFIC INSURANCE COMPANY

R. M. Laursen
Bond Claim Department

jc

cc: John L. Thomas Construction
Kobin & Meyer - John Stewart
Dept. of Justice, State of Oregon
Department of Transportation, State of Oregon

NOTED
J. HOLLINGSWORTH

JOHN L. THOMAS CONSTRUCTION
486 SE Uglew
Dalles, OR 97338

RECEIVED
MAR 26 1981
CONSTRUCTION
BRANCH
Keasey
Jackmond
Hopkins
Williams
Johnson
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

March 24, 1981

REGULAR MAIL - CERTIFIED MAIL -
RETURN RECEIPT REQUESTED

Mr. John Hollingsworth
Contracting Officer
State of Oregon - Dept. of
Transportation
Park & Recreation Division
525 Trade St., N.E.
Salem, OR 97310

Re: United Pacific Insurance Company
- Bond No. Y-2577-80 -
State of Oregon - Dept. of General
Services and State Highway Division -
Construction of Sewerage System -
Fort Stevens State Park -
Contract No. 112-80

United Pacific Insurance Company -
Bond No. U-302174 - State of
Oregon - Dept. of Transportation -
Park & Recreation Division -
Valley of the Rogue State Park -
Sewer System - Contract No. 9118

Dear Mr. Hollingsworth:

As you know, we are in the process of completing the above referenced projects, and that United Pacific Insurance Company is our Payment and Performance Bond surety with respect to both of said projects.

Because of certain claims which have been presented to our company and to the bonding company, and which undoubtedly have come to your attention, we wish to advise you that all further earned but undisbursed progress payments, all progress payments and retention to be earned and later disbursed, and all other contract compensation with respect to these projects should from henceforth be directed to United Pacific Insurance Company at the address listed below:

United Pacific Insurance Company
33405 8th Ave., S. - C-3000
Federal Way, WA 98003
Attention: Richard M. Laursen, Bond
Claim Representative

We wish to assure you that we have every intention of completing this work with our own forces and do appreciate your cooperation in this matter.

Very truly yours,
JOHN L. THOMAS CONSTRUCTION

By:
John L. Thomas

xc: Gormsen
Hacek
Sollis
Church

#9118

April 23, 1981

Sage Pipelines Company
11 South Frontage Road
Gold Hill, OR 97525

CON 5
#9118

Attention: Mrs. Jacquelyn Young
Accounts Receivable

Gentlemen:

This will acknowledge your letter of April 10 concerning a claim you filed in the amount of $707.09 against John L. Thomas Construction. Your letter indicates you have not received payment and the amount of your claim now is $721.23 which includes a service charge.

This is in connection with Contract No. 9118 for the sewage system in Valley of the Rogue State Park in Jackson County.

We will notify the surety, contractor and the Secretary of State of this new claim amount.

Please advise when payment has been received.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

jas
cc: John L. Thomas Construction
122 N. W. Fairhaven
Dallas, OR 97338

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

ED 0
4/23/81 JS

United Pacific Insurance Co.
33405 8th Ave., S.
C-3000
Federal Way, WA 98003
Attn: R.M. Laursen, Bond Claim Dept.

bc: Secretary of State (Your File #5555 on 3-19-81)

National Utilities Contractors Association Member

SAGE PIPELINES COMPANY
Main Office • 11 S. Frontage Rd. • Gold Hill, Oregon 97525 • (503) 855-1912 & 855-1596

2424 Kane St. • Klamath Falls, OR 97601
3495 Old Hwy. 99 South • Roseburg, OR 97470 • (503) 679-8203

April 10, 1981

Commission Services
Transportation Building, Room 121
Salem, Oregon 97310

RE: Notice of claim against John L. Thomas Construction
Valley of the Rogue State Park Project
Contract No. 9118

Gentlemen,

Last month we advised you of our claim against John L. Thomas Construction for work we performed on the above referenced project. As of this date, we still have not received payment on this job and have sent Mr. Thomas another service charge billing. A copy of this billing is enclosed for your information. The current amount of our claim is now $721.23.

Sincerely,

Jacquelyn Young

Mrs. Jacquelyn Young
Accounts Receivable

enc.

jy

National Utilities Contractors Association Member

SAGE PIPELINES COMPANY

Main Office • 11 S. Frontage Rd. • Gold Hill, Oregon 97525 • (503) 855-1912 § 855-1596
2424 Kane St. • Klamath Falls, OR 97601
3495 Old Hwy. 99 South • Roseburg, OR 97470 • (503) 679-8203

INVOICE

Nº 11450 JOHN L. THOMAS CONSTRUCTION
122 N. W. FAIRHAVEN
DALLAS, OREGON 97338

LOCATION VALLEY OF THE ROGUE STATE PARK

Date APRIL 10, 1981
W.O. #
P.O. #
Sage Job # 500-H

	STATEMENT OF ACCOUNT:	
10/08/80	INVOICE #11185, PLOW IN ELECTRICAL WIRE	$659.70
SERVICE CHG.	11/08/80 to 12/08/80 @ 1.5%	$ 9.90
	SUBTOTAL	$669.60
SERVICE CHG.	12/08/80 to 01/08/81 @ 1.5%	$ 10.04
	SUBTOTAL	$679.64
SERVICE CHG.	01/08/81 to 02/08/81 @ 2%	$ 13.59
	SUBTOTAL	$693.23
SERVICE CHG.	02/08/81 to 03/08/81 @ 2%	$ 13.86
	SUBTOTAL	$707.09
SERVICE CHG.	03/08/81 to 04/08/81 @ 2%	$ 14.14
	TOTAL AMOUNT NOW DUE ------------------------------	$721.23

After 30 days from billing date a Service Charge of 2% per month will be charged on the unpaid balance.

#7116

L

April 10, 1981

John L. Thomas Construction
486 S. E. Uglow
Dallas, OR 97338

CON 5
#9118

Gentlemen:

We have received a copy of your letter addressed to John Hollingsworth dated March 24 requesting that future funds on Contract No. 9118 for Valley of the Rogue State Park in Jackson County be directed to United Pacific Insurance Company.

[illegible]

It is also necessary that we have the written consent of your surety. When we receive that documentation, we will direct future payments to your surety.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn [illegible]

bc Jan Peterson
Bob Church

cc United Pacific Insurance Company
Fidelity and Surety Department
PO Box 1216
Tacoma, WA 98401

United Pacific Insurance Company
33405 8th Avenue, S.-C-3000
Federal Way, WA 98003
Attn: Richard M. Laursen, Bond Claim Rep.

NOTED
J. HOLLINGSWORTH

JOHN L. THOMAS CONSTRUCTION
486 SE Uglew
Dalles, OR 97338

March 24, 1981

RECEIVED
MAR 26 1981
CONSTRUCTION
BRANCH
Keesey
Jackmond
Hopkins
Williams
Johnson
Glass
Richards
Berg
Inloes
Widmer
Gebauer
Church

REGULAR MAIL - CERTIFIED MAIL -
RETURN RECEIPT REQUESTED

Mr. John Hollingsworth
Contracting Officer
State of Oregon - Dept. of
Transportation
Park & Recreation Division
525 Trade St., N.E.
Salem, OR 97310

Re: United Pacific Insurance Company
- Bond No. Y-2577-80 -
State of Oregon - Dept. of General
Services and State Highway Division -
Construction of Sewerage System -
Fort Stevens State Park -
Contract No. 112-80

United Pacific Insurance Company -
Bond No. U-302174 - State of
Oregon - Dept. of Transportation -
Park & Recreation Division -
Valley of the Rogue State Park -
Sewer System - Contract No. 9118

Dear Mr. Hollingsworth:

As you know, we are in the process of completing the above referenced projects, and that United Pacific Insurance Company is our Payment and Performance Bond surety with respect to both of said projects.

Because of certain claims which have been presented to our company and to the bonding company, and which undoubtedly have come to your attention, we wish to advise you that all further earned but undisbursed progress payments, all progress payments and retention to be earned and later disbursed, and all other contract compensation with respect to these projects should from henceforth be directed to United Pacific Insurance Company at the address listed below:

United Pacific Insurance Company
33405 8th Ave., S. - C-3000
Federal Way, WA 98003
Attention: Richard M. Laursen, Bond
Claim Representative

We wish to assure you that we have every intention of completing this work with our own forces and do appreciate your cooperation in this matter.

Very truly yours,
JOHN L. THOMAS CONSTRUCTION

By:
John L. Thomas

xc: Gormsen
Hacek
Sollis
Church

#7112 4-1-81 File

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
J.C. Compton Co. No. 9008	Big Cr., Rock Cr., Gnat Cr. & Westport-Clatskanie Clatsop & Columbia Counties	March 13, 1981
R. A. Hatch Co. No. 9058	Ironside-Brogan Hill Malheur County	March 18, 1981
S.D. Spencer & Son No. 8654	N. Oakland Intchge.-Sutherlin Intchge. Douglas County	March 18, 1981
C.G. Gredvig, Inc. No. 9217	Leroy St.-S.P. X'ing. (Molalla) Clackamas County	March 19, 1981
Wildish Medford Construction Co. No. 9029	Four Corners-White City & Brownsboro-N. Fork Little Butte Creek Jackson County	March 19, 1981
Douglas S. Coats, Inc. No. 9095	Prairie Creek Culvert Wallowa County	March 20, 1981
Fabricators, Inc. No. 9056	Bunker Hill-Davis Slough & Coquille-Glen Aiken Creek Coos County	March 20, 1981
Western Bridge, Inc. No. 9145	Amazon Cr. (Acorn Park) Br. Lane County	March 25, 1981
Siuslaw Construction Co., Inc. No. 9098	Deer Creek Section Yamhill County	March 30, 1981
Douglas S. Coats No. 8990	Rattlesnake Cr., Field Cr. & McClellan Cr. Bridges Grant County	April 1, 1981
C.C. Meisel Co., Inc. No. 9013	Pac. Hwy. W. Intchge.-Dayton Jct. & Dayton Jct.-Lafayette Yamhill County	April 1, 1981

Contractor and Contract No.	Section and County	Acceptance Date
Cherry City Electric, Inc. No. 9153	Pac. Hwy. East @ "D" St. (Hubbard) Marion County	April 2, 1981
Weaver Construction Co. No. 9148	Birch Cr. (Sparks) Bridge Umatilla County	April 3, 1981
Hamilton Electric, Inc. No. 9132	Pac. Hwy. E. @ SPTC U'Xing (Oregon City) Clackamas County	April 7, 1981
Hamilton Electric, Inc. No. 8879	Rogue Valley Hwy. @ Pine St. (Central Point) Jackson County	April 9, 1981
John Thomas Construction No. 9118	Valley of the Rogue State Park Jackson County	April 9, 1981

April 9, 1981 C. T. Keasey

C. T. Keasey
Asst. State Highway Engineer

#5555

STATE OF OREGON 1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
MAR 19 1981
NORMA PAULUS
SECRETARY OF STATE

March 17, 1981

IN REPLY REFER TO FILE NO.:
CON 5
#9118

Sage Pipelines Company
11 S. Frontage Road
Gold Hill, OR 97525

Attention: Mark Ledford
General Manager

FILED
MAR 19 1981
NORMA PAULUS
SECRETARY OF STATE

Gentlemen:

This will acknowledge receipt of your letter of March 9, 1981, stating that John L. Thomas owes you $707.09 for labor and equipment in connection with Contract No. 9118.

This claim states this is in reference to the John L. Thomas Construction Contract No. 9118 for the sewage system in Valley of the Rogue State Park in Jackson County.

The United Pacific Insurance Company furnished the bond on this contract. We will advise the contractor and surety of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please notify this office when payment has been received.

Sincerely,

Robert Gormsen

Robert W. Gormsen
COMMISSION SERVICES

cc: John L. Thomas Construction
122 N. W. Fairhaven
Dallas, OR 97338

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

bc: ✓ Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

3-30-81 dmc

National Utilities Contractors Association Member

SAGE PIPELINES COMPANY

Main Office • 11 S. Frontage Rd. • Gold Hill, Oregon 97525 • (503) 855-1912 § 855-1596

2424 Kane St. • Klamath Falls, OR 97601

3495 Old Hwy. 99 South • Roseburg, OR 97470 • (503) 679-8203

March 9, 1981

Commission Services
Transportation Building, Room 121
Salem, Oregon 97310

RE: Notice of claim against John L. Thomas,
Valley of the Rogue State Park
Contract No. 9118

Gentlemen:

We hereby file the following claim for the unpaid account of John L. Thomas.

Description of work performed: Plowing of electrical wire (Labor and Equipment only), October 25 & 26th, 1980. Amount Due $659.70 plus service charges to date of $47.39 for a total amount due of $707.09.

We would appreciate the notification of the Secretary of State, United Pacific Insurance Company and John L. Thomas. Please contact us if further information can be supplied. Thank you.

Yours truly,

Mark Ledford

Mark Ledford
General Manager

ML/jy

L

VICTOR ATIYEH
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 10, 1981

CON 5 #9118

John Thomas Construction
122 N.W. Fairhaven
Dallas, OR 97338

Re: Time Extension Request
Valley of the Rogue State Park
FAP No. I-5-1(96)46 &
HCRS 41-01084
Contract No. 9118

Gentlemen:

Your request for additional contract time to complete the above referenced project has been carefully reviewed. A time extension of 27 additional calendar days is granted in accordance with that portion of Section 108.09 in the Standard Specifications allowing additional time for extra work and failure of the State to act promptly. This additional time included consideration of weekend days.

This will revise your specified completion date to November 27, 1980. There remain five days of liquidated damages under this contract.

If you have any questions on this decision, contact the Resident Engineer.

Very truly yours,

C T Keasey

C. T. Keasey
Assistant State Highway Engineer

KM:mk;OBJ:fr

bc: H. S. Coulter (w/att.)
Alfred Shirley, Jr. "
Bill Maude "
Bob Church
FHWA "

RECEIVED
STATE HWY ENGR

MAR 11 '81

REFER TO

FOR

Info	Inves	R&D	D&R	Sign	Act	File

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

STATE OF OREGON
HIGHWAY DIVISION - REGION 3

INTEROFFICE MEMO

DATE: January 22, 1981

TO: O. B. Jackmond
Contract Administration Engineer

FROM: JAMES J. GIX
Region Construction Engineer

SUBJECT: Valley of the Rogue State Park
Pacific Highway
Jackson County
Contract No. 9118

Keasey
Jackmond
Hopkins
Williams
Johnson
Glenn
RECEIVED
JAN 26 1981
CONSTRUCTION
BRANCH
Richards
Berg
Inloes
Widmer
Gebauer
Church

Herewith Contractor's Request for Increase in Number of Workdays on subject contract along with a copy of the Assistant Resident Engineer's analysis of the contractor's request. I concur with the analysis and recommend the contractor be granted 27 additional calendar days.

The work on the lagoon excavation no doubt caused some delay in the completion of the lagoon but a contractor must expect some problems with wet subgrade at the time of the year the work was underway. I felt the time the contractor was waiting for a decision was justified since he was not mobilized or organized to go on to other work at the time.

The extra work and price agreements on the job amounted to approximately $16,000 which is a substantial amount in a job of this size. Unfortunately some of the work was added at a time that it interfered seriously with the critical path on the project. The contractor did not commence the pipe work until the lagoon was complete mostly because the backhoe was used on the lagoon and irrigation system. It soon became obvious that the heavy cobbles encountered made this work proceed slower than scheduled. We then added the 2" water line and modification on some gravity lines that caused an unusual delay considering the volume of the work. In fact, the restoration of the ditches was the last work completed.

I cannot see where a substantial amount of time was charged after the system was operational. As a matter of fact, some portions of the telemetering system were found to be non-functional at the final inspection.

jjg/cw
Encl.

cc Wm. Maude
Terry Nichols

Contains
Recycled
Materials

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Grants Pass, Oregon
19 January 1981

FILE:

FROM: Terry L. Nichols
Asst. Resident Engineer

TO: Jim Gix
Region Const. Engineer

SUBJECT: Valley of the Rogue State Park
Pacific Highway
Jackson County
Contract 9118

Forwarded for your consideration is the contractor's time extension request for the subject project. The time extension request has been submitted as six separate items. Items #1 and #2 are out of sequence, so I will treat item #2 first.

ITEM #2

During the excavation of the secondary lagoon when the excavation was approximately 1' above subgrade a soft, pumping area about 50' x 312' was noted on May 15. The soft area was harder to excavate than the rest of the lagoon area but was still workable. According to the diaries, the contractor continued excavation of the secondary and primary lagoons, placing the materials on the dikes, compacting the dikes, and shaping the interior slopes thru May 23.

Because the contractor was able to continue excavation and placement of materials during this period without delay and only minor inconvience I cannot justify an extension of time on Item #2.

ITEM #1

Due to showers on the 22 and 23 of May the soft area of the secondary lagoon became unworkable causing equipment to become stuck. On Friday, May 23 the contractor requested a decision be made as to what to do with the soft area as there were no provisions in the contract for dewatering and the material was unsuitable. At this time the excavation of the lagoons was essentially completed excapt for fine grading and the soft area. Monday, May 26 was a Holiday and no work was performed. On Tuesday a decision was reached to write EWO #1 for dewatering. The contractor was notified on Wednesday, May 28 and he started dewatering on May 29.

I would recommend the 2 days of May 23 and 27 as requested by the contractor.

ROSEBURG REGION
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JAN 21 1981
RE | RME | [✓ RCE] | ROE | TE
RUE | DES | RSR | RPR | PLE

ITEM #3

Price Agreement #6 was written to place an additional one foot of liner cover over the soft area of the lagoon to protect the liner. The volume of the extra material was a 38% increase in the item. Our records show it took 4½ days to place the liner cover. (38% x 4.5 days = 1.7days)

I would recommend the 2 days as requested by the contractor.

ITEM #4

Price Agreements #1 and #2 were written to provide a washdown water supply for the pump stations and the lagoon pumphouse. The diaries indicate a total of 11½ days where the Price Agreement work delayed or interferred with the normal contract work.

I would recommend a total of 11½ days for Item #4.

ITEM # 5

In areas D and E the plans call for abondoning the existing septic tanks and hooking trailer loops D and E into the existing line below the septic tanks and the existing line to be connected to the pumping station. The existing lines and the septic tanks were not in the location shown on the plans, this caused the trailer loop connection to be at a very acute angle with a reverse direction of flow. To make the connection workable required several special angle connections and an extra cleanout. This was requred at both loop D and at loop E with the resultant extra trench, bedding, labor and special angle joints.

I recommend the 3 days as requested by the contractor.

ITEM #6

The 6" gravity sewer flow line was in direct conflict with an existing perforated pipe. The sewer grade was revised to pass under the perforated pipe. The gravity sewer line had been excavated to grade and EWO #2 was written to re-excavate to meet the revised grade. Our daily record of force account work records a total of 3-3/4 hours for this work

Of the 3 days requested by the contractor, I can only recommend ½ day.

WEEKEND DAYS

If my recommended time of 19 week days is granted on the above items it would extend the time from October 31 to

November 27; there are 8 weekend days in this period that were charged liquidated damages and I would recommend an additional 8 days for these, for a total of 27 days. The contractor was charged liquidated damages from October 31 thru December 2 for a total of 32 days.

Form 81-734-3330

ORE. STATE HIGHWAY DIVISION
RESIDENT BRIDGE ENGINEER
RECEIVED
DEC 30 1980

OREGON STATE HIGHWAY DIVISION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Division
Salem, Oregon

Date December 22, 19 1980

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from Oct. 31 days to Dec. 3 days, within which to complete our Contract No. 9118, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Item 1: May 23-27 Waiting on excess water problems.
Item 2: May 22-21-20-19-16 Soft areas in lagoon.
Item 3: July 5-7 Extra liner cover.
Item 4: Aug. 22-25, Sept. 2-3-4-5 Lagoon washdown system excavation. Oct. 16-17 Installing pipe. Oct. 31, Nov. 3 Covering with bedding material. Nov. 6-7 Backfill and compacting. Nov. 24-27 Topsoil.
Item 5: Area D & E Oct. 24-27-28 Working on extra hookup.
Item 6: Sept. 18-19 Retrenching under 8" cmp, Sta. D-300. Plus six weekend days.

Respectfully submitted,

John Thomas Const
Contractor

By

CONSENT OF SURETY

Date December 23, 19 80

We, UNITED PACIFIC INSURANCE COMPANY, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Wendy A. McQueary
Wendy A. McQueary Attorney-in-fact

Pamela J. Beckey
Resident Agent

(SEAL)

9118

L.

FORM 81-734-3001
OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Valley of the Rogue State Park

WEEK ENDING: 31 January 1981

SECTION PREFIX: 615-1016

HIGHWAY: Pacific

COUNTY: Jackson

NAME OF JOB: Valley of the Rogue State Park

KIND OF WORK: Sewage system revision

CONTRACTOR: John Thomas Construction

CONTRACT NUMBER: 9118

FEDERAL AID PROJECT NUMBER: IA5-1(96)46 /HCRS 41-01084

DATE OF CONTRACT: 7 April 1980

DATE WORK STARTED: 9 May 1980

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 1 SUPERVISION: 1

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: 31 October 1980

PERCENT OF TIME ELAPSED: 32 day overrun

PROJECT AUTHORIZATION: $313,221.98

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 99.5%

EXCLUSIVE OF ENGINEERING: $288,384.99

ENGINEERING AUTHORIZATION: $24,836.99

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 99.8%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $285,158.59

ENGINEERING COST TO DATE: $40,000.00

DATE PROJECT WAS COMPLETED: 2 December 1980

ESTIMATED PERCENT: OVERRUN UNDERRUN 1.1 %

PERCENT OF AUTHORIZATION: 161.1 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 25	Showers, cool			
MONDAY 26	Showers, cool			
TUESDAY 27	Showers, cool			
WEDNESDAY 28	Showers, cool			
THURSDAY 29	Showers, cool			
FRIDAY 30	Showers, cool			
SATURDAY 31				

RECEIVED
03 1981
CONSTRUCTION BRANCH
Richards

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 25	No activity
26 MONDAY	No activity this week.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

STATUS: Project complete, semi-final estimate submitted, contractor has submitted all final documents; third notification submitted 30 January 1981.

This is the final weekly report for this contract.

SIGNED ________ LOCATION Grants Pass
Terry L. Nichols

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP*F216

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. I-5-1(96)46

STATE PROJECT NO. See below

FROM:
E. J. Valach, Acting Division Admin
FHWA - Oregon Division

PROGRAM NO.

ITEM NO. 00073

COUNTY NAME Jackson

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State Of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
FEB 5 '81
REFER TO
Moehring

DATE PS&E APPROVED 3/5/80	DATE AUTHORIZATION EFFECTIVE 1/6/81	FEDERAL ROUTE NUMBER Interstate 5 STATE ROUTE NUMBER Primary 1

GENERAL LOCATION:

Rogue Valley Safety Rest Area

GENERAL DESCRIPTION OF WORK:

Seed and fertilize disturbed pipe trenches and lagoon outer slopes

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON XXXXXXXX XXXXXXXXXXFORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 1/6/81, as requested in Mr. Keasey's letter of 1/8/81 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 1 is approved for TEC NTE $3,000 Federal Funds $1,050.

(Federal aid participation 35%)

DATE 1/29/81

SIGNATURE OF APPROVING OFFICIAL G K Hassne

TITLE for Acting Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE

9118 1-5

CONSTRUCTION NARRATIVE REPORT

VALLEY OF THE ROGUE STATE PARK
PACIFIC HIGHWAY
JACKSON COUNTY

JOHN THOMAS CONSTRUCTION
CONTRACT # 9118
SEWAGE SYSTEM REVISION

The contract was awarded on 7 April 1980 with work commencing on 7 May 1980. The work was completed on 2 December 1980.

EXCAVATION AND EMBANKMENT

Excavation proceeded satisfactorily until the bottom lagoon elevation of 998.5 was reached; this is apparently also the elevation of the water table in the secondary lagoon. An area 50' wide by 312' long was saturated. The material is a sandy material and impossible to work equipment on when saturated. The subgrade would pump or deflect several inches, with equipment even becoming stuck at times. Extra Work Order #1 was written providing for dewatering of this area. This made it possible for the liner to be placed without floating. By placing the liner cover a total of 18" thick over the liner it reduced the chance of liner damage due to deflection of the subgrade. This seemed to work very well.

The material excavated from the lagoon site was fine enough in its natural state to use as liner cover without being screened.

The plans call for the access road to follow the existing road. The area is a rolling cow pasture. Due to the nature of the area and the roadway, during the rainy weather water collects in the low spots flooding the road in places. There was no provision for drainage on the project. Drainage pipes and ditches would have to be extensive for little gain so nothing was done. Extra Work Order #2 was written directing the contractor to provide a ditch at the pumphouse and primary lagoon. The drainage in this area is toward the river; we built the lagoon dikes blocking the natura course. During heavy rains there was approximately 1' of water standing over the access road parking area and around the building.

SANITARY SEWER LINES

No problems were encountered with the sanitary sewer lines except for the Screen Basket Sump and connections to existing gravity lines on the camping loops.

Screen Basket Sump-

Of the three sumps installed only one has problems. At Pump Station A the sump apparently does not have enough grade fall on the inlet pipe to force paper and solids thru the screen. With the screens removed the material hangs up on the concrete blockout supports for the screen, backing up and plugging the inlet pipe. These have to be cleaned approximately twice a day.

A faster water flow as on the other two sumps seems to work. If the screens are removed there is a good chance the pumps will plug and stop.

Connections to existing lines-

In abandoning the septic tanks and hooking the trailer loops to the gravity lines, problems were encountered with the flow directions. The new gravity lines flow south while the existing lines although higher in elevation flow north. This nexessitated the use of extra elbows and cleanout at each hookup so the flow of the two pipes were not working against each other.

FENCES

On each project it is increasingly difficult to obtain fence materials that meet our galvanizing specification. After testing several brands only the fence stays could not be found to pass. The solution we are using, which would be impracitical on larger projects or fence wire, is to paint the stays with a zinc rich paint. This is very expensive to the contractor at $8.00 for a small spray can.

ELECTRICAL

The service for Pump Station A had 2 meters for both single and 3 phase service. The pumps approved for Pump Station A are single phase, but the single phase service was inadequate to add these pumps. Price Agreement No. 3 was written to completely re-do this service. This eliminates one meter and consolidates the other services in a more orderly and neat installation.

CHLORINATION AND RECORDING SYSTEM

A one day school for orientation and operation of the equipment should be included in the contract. On this project the equipment was finally calibrated and operated by trial and error from the manufacture's brief brochures.

CONTRACT TIME

The contractor ran 32 days over the fixed completion date due largly to the extra work involved with Price Agreements for approximately 2,000 lin. ft. of water line that was extra to the contract. Also as the contractor neared completion and during cleanup reduced his work force to an average of 2 men. The contractor has filed a time extension request which has not been resolved as yet.

All other items progressed without problems except for the normal State-Contractor relations.

date

Terry L. Nichols
Asst. Resident Engineer

STATEMENT OF OVERRUNS AND UNDERRUNS

VALLEY OF THE ROGUE STATE PARK
PACIFIC HIGHWAY
JACKSON COUNTY

CONTRACT #9118
PREFIX 615-1016
FA # I-5-1(96)46
HCRS 41-01084

BI	ITEM	UNIT	QUANTITY ORIGINAL	QUANTITY SEMI-FINAL	PERCENT + or -
	Bid Items	$	275666.50	274641.66	- 0.4%
	Anticipated Items	$	300.00	0.00	-100.0%
	Contingencies	$	12418.49	15704.88	+26.5%
	Engineering	$	24836.99	40000.00	+61.1%
	Liquid. Damages	$		- 3200.00	
	Total	$	313221.98	327146.54	+ 4.4%

All substantial changes were evaluated and only those listed below meaningfully affected the total project costs.

INDIVIDUAL OVERRUNS AND UNDERRUNS

BI	ITEM	UNIT	QUANTITY ORIGINAL	QUANTITY SEMI-FINAL	PERCENT + or -
BI 5	Pipe Bedding	LF	13058.0	9009.8	-31%

There were long stretches throughout the project where native soil was suitable for bedding material.

BI	ITEM	UNIT	QUANTITY ORIGINAL	QUANTITY SEMI-FINAL	PERCENT + or -
EWO 1	Dewater Lagoon Excavation	$	1600.00	2280.84	+42.6%

The lagoon excavation was being performed during the rainy season. There was a problem with a high water table to begin with and the additional water from the rains increased the problem.

FEB 03 1981

1-26-81
DATE

Terry L. Nichols
ASST. RESIDENT ENGINEER

9118

STATE COPY L

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 1-86		
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Jackson
MODIFICATION NUMBER 1	1/5/81	Project Number I-5-1(96)46

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 28, 1980, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 107,796.00	$ 115,396.00
Federal funds	$ 99,410.00	$ 106,418.00
Other revisions		

This modification is made for the following reasons: To increase additional work items, and increase in construction engineering.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 5th day of January, 1981.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Operation Programming Engineer
(Title)

~~By~~ For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G.L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon December 31, 1980

Federal Aid Project
No. I-5-1(96)46

Rogue Valley Safety Rest Area
Pacific Highway
Jackson County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code Y022
Rest Area (Sewage System) (Mile Point 46)

Subtotal of previous estimate of April 23, 1980 $ 94,974.25

Additional Items (35%)

Lagoon Washdown System (P.A. #1)	All Required	$ 2,853.65
Revise Water Supply (P.A. #2)	All Required	347.55
Station A Electrical Service (P.A. #3)	All Required	442.40
Additional PVC Membrane Liner (P.A. #6)	All Required	928.97
Excav. Sump Hole & Remove Excess Water (E.W.O. #1)	All Required	798.29
		$ 5,370.86
	Increase	5,370.86
	SUBTOTAL	$100,345.11
	Engineering	15,050.89
	TOTAL	$115,396.00

Length of Project ---------- 0.0 miles

Federal Funds (92.22%)------	$106,418.00
State Funds ----------------	8,978.00
TOTAL	$115,396.00

Group 1-35%
Group 9-65%
Contract No. 9118
Prefix 5635-667-67
Prefix 615-1016

Valley of The Rogue State Park

Subtotal of previous estimate of April 23, 1980		$180,922.25

Additional Items (65%)

Lagoon Washdown System (P.A. #1)	All Required	$ 4,647.21
Revise Water Supply (P.A. #2)	All Required	645.45
Station A Electrical Service (P.A. #3)	All Required	821.60
Additional PVC Membrane Liner (P.A. #6)	All Required	1,725.23
Excav. Sump Hole & Remove Excess Water (E.W.O. #1)	All Required	1,482.55
		$ 9,322.04
	Increase	9,322.04
	TOTAL	$190,244.29

9118 STATE COPY OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 5-3	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 4/26/80	State Oregon County Jackson Project No. I-5-1(96)46

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Rogue Valley Safety Rest Area

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	3-5-80	0.00
OTHER *(Specify)*		

FUNDS 92.22%

ESTIMATED TOTAL COST OF PROJECT $ 107,796.00	FEDERAL FUNDS $ 99,410.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Assistant State Highway Engineer
(Title)
XXy For: H.S. Coulter
State Highway Engineer
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: G.L. Green
Date executed by Division Administrator

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

file

Oregon State Highway Division
Salem, Oregon, April 23, 1980

Federal Aid Project
No. I-5-1 (96) 46

Rogue Valley Safety Rest Area
Pacific Highway
Jackson County

Project Agreement Estimate.

Type Code Y022
Rest Area (Sewage System) (Mile Point 46)

Mobilization	All	Required	(35%)	$ 5,600.00
General Excavation	4,550	Cu.Yd.	$ 1.54	7,007.00
Grading Work	All	Required	(35%)	1,750.00
Aggregate Base	255	Cu.Yd.	8.00	2,040.00
Pipe Bedding	4,472	Lin.Ft.	0.50	2,236.00
4"-1/2" Rock Ballast	315	Cu.Yd.	10.00	3,150.00
Chlorine Contact Tank	1	Each (35%)	10,000.00	3,500.00
Flow Measuring Station	1	Each (35%)	4,500.00	1,575.00
6-Inch Gravity Sewer Pipe	789	Lin.Ft.	5.00	3,945.00
1 1/2-Inch Pressure Sewer Pipe	595	Lin.Ft.	2.25	1,338.75
2-Inch Pressure Sewer Pipe	133	Lin.Ft.	2.50	332.50
3-Inch Pressure Sewer Pipe	693	Lin.Ft.	3.00	2,079.00
4-Inch Pressure Sewer Pipe	2,990	Lin.Ft.	3.25	9,717.50
Sewer Cleanout	8	Each	100.00	800.00
Concrete Manholes	1	Each (35%)	1,000.00	350.00
Type 1 Fence	1,043	Lin.Ft.	2.00	2,086.00
Water Supply System	All	Required	(35%)	700.00
Electrical System	All	Required	(35%)	3,430.00
Screen Basket Sump	1	Each	900.00	900.00
Air-Vacuum Valve Unit	1	Each	1,200.00	1,200.00
Pump and Fill Septic Tanks	1	Each	500.00	500.00
Sewage Pump Station "A"	1	Each (35%)	12,500.00	4,375.00
Sewage Pump Station "B"	1	Each (35%)	12,500.00	4,375.00
Sewage Pump Station "F"	1	Each (35%)	12,500.00	4,375.00
Telemeter Alarm System	All	Required	(35%)	1,575.00
Soil Sterlization	350	Pound	2.00	700.00
Wood Frame Pump House	1	Each (35%)	5,000.00	1,750.00
Lagoon PVC Membrane Liner	All	Required	(35%)	7,700.00
PVC Membrane Liner Cover	All	Required	(35%)	4,025.00

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon, April 23, 1980

Federal Aid Project
No. I-5-1 (96) 46

Rogue Valley Safety Rest Area
Pacific Highway
Jackson County

Project Agreement Estimate.

Type Code Y022
Rest Area (Sewage System) (Mile Point 46)

Mobilization	All	Required	(35%)	$ 5,600.00
General Excavation	4,550	Cu.Yd.	$ 1.54	7,007.00
Grading Work	All	Required	(35%)	1,750.00
Aggregate Base	255	Cu.Yd.	8.00	2,040.00
Pipe Bedding	4,472	Lin.Ft.	0.50	2,236.00
4"-1/2" Rock Ballast	315	Cu.Yd.	10.00	3,150.00
Chlorine Contact Tank	1	Each (35%)	10,000.00	3,500.00
Flow Measuring Station	1	Each (35%)	4,500.00	1,575.00
6-Inch Gravity Sewer Pipe	789	Lin.Ft.	5.00	3,945.00
1 1/2-Inch Pressure Sewer Pipe	595	Lin.Ft.	2.25	1,338.75
2-Inch Pressure Sewer Pipe	133	Lin.Ft.	2.50	332.50
3-Inch Pressure Sewer Pipe	693	Lin.Ft.	3.00	2,079.00
4-Inch Pressure Sewer Pipe	2,990	Lin.Ft.	3.25	9,717.50
Sewer Cleanout	8	Each	100.00	800.00
Concrete Manholes	1	Each (35%)	1,000.00	350.00
Type 1 Fence	1,043	Lin.Ft.	2.00	2,086.00
Water Supply System	All	Required	(35%)	700.00
Electrical System	All	Required	(35%)	3,430.00
Screen Basket Sump	1	Each	900.00	900.00
Air-Vacuum Valve Unit	1	Each	1,200.00	1,200.00
Pump and Fill Septic Tanks	1	Each	500.00	500.00
Sewage Pump Station "A"	1	Each (35%)	12,500.00	4,375.00
Sewage Pump Station "B"	1	Each (35%)	12,500.00	4,375.00
Sewage Pump Station "F"	1	Each (35%)	12,500.00	4,375.00
Telemeter Alarm System	All	Required	(35%)	1,575.00
Soil Sterlization	350	Pound	2.00	700.00
Wood Frame Pump House	1	Each (35%)	5,000.00	1,750.00
Lagoon PVC Membrane Liner	All	Required	(35%)	7,700.00
PVC Membrane Liner Cover	All	Required	(35%)	4,025.00

Oregon State Highway Division
Salem, Oregon, April 23, 1980

Federal Aid Project
No. I-5-1 (96) 46

Valley of The Rogue State Park
(Non-Participating-State Work)

Mobilization	All	Required	(65%)	$ 10,400.00
General Excavation	8,450	Cu.Yd.	$ 1.54	13,013.00
Grading Work	All	Required	(65%)	3,250.00
Aggregate Base	475	Cu.Yd.	8.00	3,800.00
Pipe Bedding	8,586	Lin.Ft.	0.50	4,293.00
4"-1/2" Rock Ballast	585	Cu.Yd.	10.00	5,850.00
Chlorine Contact Tank	1	Each (65%)	10,000.00	6,500.00
Flow Measuring Station	1	Each (65%)	4,500.00	2,925.00
4-Inch Gravity Sewer Pipe	370	Lin.Ft.	4.50	1,665.00
6-Inch Gravity Sewer Pipe	1,371	Lin.Ft.	5.00	6,855.00
1 1/2-Inch Pressure Sewer Pipe	1,105	Lin.Ft.	2.25	2,486.25
2-Inch Pressure Sewer Pipe	247	Lin.Ft.	2.50	617.50
3-Inch Pressure Sewer Pipe	1,287	Lin.Ft.	3.00	3,861.00
4-Inch Pressure Sewer Pipe	5,560	Lin.Ft.	3.25	18,070.00
Extra for Pipe Under Pavement	80	Lin.Ft.	20.00	1,600.00
Sewer Cleanout	17	Each	100.00	1,700.00
Concrete Manholes	1	Each (65%)	1,000.00	650.00
Type 1 Fence	1,937	Lin.Ft.	2.00	3,874.00
Water Supply System	All	Required	(65%)	1,300.00
Electrical System	All	Required	(65%)	6,370.00
Screen Basket Sump	2	Each	900.00	1,800.00
Air-Vacuum Valve Unit	1	EAch	1,200.00	1,200.00
Pump and Fill Septic Tanks	6	Each	500.00	3,000.00
Sewage Pump Station "A"	1	Each (65%)	12,500.00	8,125.00
Sewage Pump Station "B"	1	Each (65%)	12,500.00	8,125.00
Sewage Pump Station "F"	1	EAch (65%)	12,500.00	8,125.00
Telemeter Alarm System	All	Required	(65%)	2,925.00
Soil Sterlization	650	Pound	2.00	1,300.00
Wood Frame Pump House	1	Each (65%)	5,000.00	3,250.00
Lagoon PVC Membrane Liner	All	Required	(65%)	14,300.00
PVC Membrane Liner Cover	All	Required	(65%)	7,475.00
Lagoon Piping and Miscellaneous Work	All	Required	(65%)	3,770.00
Lagoon Aeration Unit	1	Each (65%)	5,200.00	3,380.00
Effluent Lift Pump Unit	1	Each (65%)	5,000.00	3,250.00
Effluent Irrigation Pump System	All	Required	(65%)	5,200.00
Gas Chlorination System	All	Required	(65%)	2,600.00
Siphon Break Unit	1	Each (65%)	750.00	487.50
Sprinkler Unit	33	Each	100.00	3,300.00
				$180,692.25
Permit Fees				300.00
		Subtotal		$180,992.25

Lagoon Piping and Miscellaneous Work	All Required	(35%)	2,030.00
Lagoon Aeration Unit	1 Each (35%)	4,000.00	1,820.00
Effluent Lift Pump Unit	1 Each (35%)	5,000.00	1,750.00
Effluent Irrigation Pump System	All Required	(35%)	2,800.00
Gas Chlorination System	All Required	(35%)	1,400.00
Siphon Break Unit	1 Each (35%)	750.00	262.50
Sprinkler Unit	18 Each	100.00	1,800.00
	Total		$ 94,974.25
	Engineering		12,821.75
	Total		$107,796.00

Length of Project 0.00

Federal Funds	(92.22%)	$ 99,410.00
State Funds		8,386.00
	Total	$107,796.00

Group 1 35%
Group 9 65%
Contract No.9118
Prefix 5635-667-67
Prefix 615-1016

L.

STATE OF OREGON
1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

CON 5

DATE: January 5, 1981

TO: G. L. Greer, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey
Ass't. State Highway Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. I-5-1(96)46

Contract 9118, Work Completed December 3, 1980

Project Valley of the Rogue State Park

Highway Pacific

County Jackson

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date ____________________

G. L. Greer
Division Administrator

RDC:mk

cc: L. S. Coulter
C. T. Keasey
Alfred Shirley, Jr.
R. D. Church

RECEIVED
STATE HWY ENGR
JAN - 5 '81
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3123

9118

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: VALLEY OF THE ROGUE STATE PARK

WEEK ENDING: January 3, 1981

SECTION PREFIX: 615-1016

HIGHWAY: Pacific

COUNTY: Jackson

NAME OF JOB: Valley of the Rogue State Park

KIND OF WORK: Sewage system revision

CONTRACTOR: John Thomas Construction

CONTRACT NUMBER: 9118

FEDERAL AID PROJECT NUMBER: I-5-1(96)46 & FCRS41-08084

DATE OF CONTRACT: April 7, 1980

DATE WORK STARTED: May 9, 1980

ESTIMATED COMPLETION DATE: - - -

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: October 31, 1980

PERCENT OF TIME ELAPSED: 32 day overrun

PROJECT AUTHORIZATION: $313,221.98

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 99%

EXCLUSIVE OF ENGINEERING: $288,384.99

ENGINEERING AUTHORIZATION: $24,836.99

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 99.8%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $285,158.59

ENGINEERING COST TO DATE: $33,000.00

DATE PROJECT WAS COMPLETED: December 2, 1980

ESTIMATED PERCENT: [redacted] UNDERRUN 1.1 %

PERCENT OF AUTHORIZATION: 132.9%

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
December 80 SUNDAY 28		0		
MONDAY 29	O'cast & cold	0		
TUESDAY 30	O'cast & cold	0		
WEDNESDAY 31	O'cast & cool	0		
January 80 THURSDAY 1	O'cast & Cool	0		
FRIDAY 2	O'cast & Cool	0		
SATURDAY 3		0		

K
RECEIVED
JAN 5 1981
CONSTRUCTION BRANCH
Keasey
Jackmond
Hopkins
Williams
Johnson
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

December 80 SUNDAY 28	NO activity all week.
MONDAY 29	
TUESDAY 30	
31 WEDNESDAY	
January 81 THURSDAY 1	
FRIDAY 2	
SATURDAY 3	

REMARKS

STATUS: Project complete except for semi-final certifications and material documentation to be submitted, and the rebuilding of a corral.

NEXT WEEK: No activity anticipated.

SIGNED Keith L Martin
Keith L. Martin
LOCATION Grants Pass

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

9118

2.

CON 5

DATE: **May 14, 1980**

TO: **G. L. Green, Division Administrator**
Federal Highway Administration

FROM: **C. T. Keasey**
Ass't. State Hwy. Engr.

SUBJECT: Notification Contract Work Started
Federal-aid Project Number
I-5-1(96)46

different

Contract 9118, Work Started May 7, 1980

Project Valley of the Rogue State Park

Highway Pacific

County Jackson

RDC:mk

cc: R. D. Church

9118

May 6, 1980

John L. Thomas Construction
122 N. W. Fairhaven
Dallas, OR 97338

CON 5
#9118

Dear Mr. Thomas:

We have received the copy of your assignment to the Oregon Bank for the proceeds of the Highway Division Contract No. 9118. The work covers a sewer system in the Valley of the Rogue State Park in Jackson County.

Our procedures require that your surety, United Pacific Insurance Company, be aware of the assignment and that they agree to the assignment.

Because this letter explains the situation, you may send a copy to them and ask that they sign the copy and return it to us for our records.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

Enclosure

Notice of Assignment:
United Pacific Insurance Company is in agreement with the terms of this letter and agrees to the assignment described.

____
United Pacific Insurance Company

Date:________________________

FDC
5 6 80
fr

DALLAS BRANCH • 791 Main Street • P.O. Box 65 • Dallas, Oregon 97338 • 623-8383

the oregon bank

May 1, 1980

Mr. Robert W. Gormsen
Department of Transportation
Transportation Building
Salem, Oregon 97310

Gentlemen:

RE: John L. Thomas Const.
CON 5
Contract No. 9118

For a valuable consideration, the receipt of which is hereby acknowledged, Contract No. 9118 and the funds due hereon are hereby assigned to The Oregon Bank, Dallas Branch, 791 Main St., P. O. Box 65, Dallas, Oregon 97338.

Please remit direct to bank.

Very truly yours,

John L Thomas

John L. Thomas
John L. Thomas Construction

Dated: 5/2/80

RECEIVED
MAY 6 - 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

[illegible]

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

4118 **LETTER OF APPROVAL AND/OR AUTHORIZATION**

FEDERAL AID PROJECT NO.
-5-1(96)46

STATE PROJECT NO.
see below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO.
00073

COUNTY NAME
Jackson

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 17 '80
REFER TO
[illegible]
FOR

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
3/5/80	3/5/80	Interstate 5 STATE ROUTE NUMBER Primary 1

GENERAL LOCATION:
Rogue Valley Safety Rest Area

GENERAL DESCRIPTION OF WORK:
Sewage Disposal System

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☐ OTHER *(Specify)*
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Mr. Swan's 3/4/80 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $154, 948 Federal Funds $142,893.

A signed copy of the Title Sheet is returned herewith.

(Note: above costs represent 35% of project cost)

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3/5/80	G. K. Hossner	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-66) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1975-631-055

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 2/26/80
Donald L [illegible]

Mar. 27, 1980 Bid Letting ____ All Clear Deadline

SECTION Valley of the Rogue State Park
Highway I-5
County Jackson County Region 3
Type of Work Sewage System Funds FAI
State ____ Consultant ____ Plans Avail. ____ Yes ____ No

DOCUMENTS:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
EIS	☒	☐	☐	☐	☐	
Negative Declaration	☒	☐	☐	☐	☐	
Project Assessment	☒	☐	☐	☐	☐	
Write-off Letter	☐	☐	☐	☐	☐	Non-major

PERMITS:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Division of State Lands	☐	☐	☐	☐	☐	
D.O.G.M.I.	☒	☐	☐	☐	☐	
Corps of Engineers	☒	☐	☐	☐	☐	
Coast Guard	☒	☐	☐	☐	☐	
Co. Conditional Use	☒	☐	☐	☐	☐	
NPS Air Pollution	☒	☐	☐	☐	☐	
NPS Water Pollution	☒	☐	☐	☐	☐	
DEQ	☐	☒	☐	☐	☒	

CULTURAL:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Cultural Survey	☐	☒	☐	☐	☒	
Cultural Salvage	☒	☐	☐	☐	☐	

NOISE:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Noise Study	☒	☐	☐	☐	☐	

JTED

I HOLLINGSWORTH

VICTOR ATIYEH
GOVERNOR

Department of Environmental Quality
SOUTHWEST REGION
1937 W. HARVARD BLVD., ROSEBURG, OREGON 97470 PHONE (503) 440-3338

MEDFORD BRANCH OFFICE
SOUTHWEST REGION
201 W. Main St., Room 2D
Medford, OR 97501 – 776-6010

February 21, 1980

John Hollingsworth
Parks Engineering Supervisor
525 Trade Street S.E.
Salem, Oregon 97310

RE: S - Jackson County
Valley of the Rogue State Park
File No. 64770

Dear Mr. Hollingsworth:

You submitted a complete application for a Water Pollution Control Facilities Permit for the Valley of the Rogue State Park on December 5, 1979. I understand that Jim VanDomelen of this Department has reviewed and approved your plans. A draft permit has been prepared and you should receive a copy in the near future. The permit conditions will be similar to those in the Stewart State Park permit. A copy of the Stewart State Park permit is attached.

Due to temporary staffing problems in this Region, this Department did not complete the permit processing for Valley of the Rogue State Park within 60 days (by February 3, 1980). The permit rules outline that you are deemed to have received a temporary permit if we do not take action to grant or deny the permit within 60 days. Please use the Stewart State Park permit as your guideline in the interim until you receive the final permit.

Thank you for your cooperation. Please call me (776-6010) if you have any questions.

Sincerely,

Merlyn Hough
Environmental Analyst

MH:fs
encl. (Stewart State Park permit)
cc: Water Quality Division

dLP copy

Sullivan

RECEIVED
MAR 0 3 1980
ROAD DESIGN
SECTION

Do Not File ☐

11/2

DATE: November 1, 1979 PAR

TO: OREGON TRANSPORTATION COMMISSION

FROM: R. S. Coulter
State Highway Engineer

SUBJECT: Finance Approval
Valley of the Rogue State Park
& Safety Rest Area

On the Consent Calendar for the November meeting will be a request for approval to correct a failure in the sewage disposal system in the subject state park.

The cost of construction is estimated to be $425,000. This amount will be shared with Parks/HCRS Funding 65% ($276,250) and Interstate Funding 35% ($148,750).

Failure of this sewage system prompts an early letting and adding the project to the current Six-Year Program. I recommend your approval and request your authority to proceed toward a spring bid letting.

BLG:pf

bcc: F. B. Klaboe
C. W. Head
L. W. Rulien
E. S. Hunter
C. T. Keasey
D. H. Moehring
R. L. Schroeder
W. J. Hart
J. H. Versteeg
F. E. Terpin
V. E. Skoog
A. Shirley
George Bell
David Talbot

STATE OF OREGON　　　　　　　　**INTEROFFICE MEMO**

Parks and Recreation
DEPT.

378-5015
TELEPHONE

TO: D.H. Moehring
DOT Project Management

DATE: October 10, 1979

FROM: Larry Jacobson
Assistant Administrator

Jackson Co.

SUBJECT: Valley of the Rogue Sewage Disposal

I 01

Please place the Valley of the Rogue sewage disposal system contract on the letting schedule for March 27 1980. The planning estimate is $425,000.

This will be a joint Federal Highway/HCRS project. Thirty-five percent of the total cost will be Highway funding because of the safety rest area; the remainder will be Park/HCRS funding. The project does not show up on the six-year plan because the drain field failure was not anticipated in the planning process.

LJ/JH/js

cc: Dave Talbot
Warren Gaskill
Ray Leavitt
Gerald Lucas
George Guthrie
John Hollingsworth
Alfred Shirley
Jack Sullivan
Carrol Keasey
Hal Versteeg

6YP?

BEN GI[illegible]

L[illegible] NOV 20.
6/3 [illegible]

PROJECT MANAGEMENT BRANCH
[illegible]

9/11

Larry Jacobson, Assistant
State Parks Superintendent

March 28, 1979

D. H. Moehring
Assistant State Highway Engineer

Valley of the Rogue Park and Safety Rest Area
Jackson County

This will respond to your March 16 letter regarding the Valley of the Rogue Park and Safety Rest Area.

The Federal Highway people indicate that they would favorably consider Interstate funding for a portion of a sewage treatment improvement. Their share of funding would probably be based upon the percentage of effluence of the safety rest area.

You should work with Walt Hart's people in the Bridge Section on the particulars of design of this facility.

DHM:lml

cc: Walt Hart
H. S. Coulter
Bud Shirley
J. H. Versteeg

RECEIVED
STATE HWY ENGR
APR 3 '79
REFER TO
FOR
Info | Inves | R/D | D R | Sign | Act | File

STATE OF OREGON

INTEROFFICE MEMO

Design & Engineering
DEPT.

378-5015
TELEPHONE

TO: Scott Coulter
State Highway Engineer

DATE: March 16, 1979

FROM: Larry Jacobson, Assistant
State Parks Superintendent

SUBJECT: Valley of the Rogue Park and Safety Rest Area
Jackson County

NOTED
H. S. COULTER

Continued failure of subsurface disposal systems within both the safety rest area and overnight camp portions of Valley of the Rogue have prompted us to consider alternative sewage disposal means. The toilet building in the safety rest area section also needs to be replaced. We would like to complete at least the sewage treatment improvements within the 1979-81 budget period.

The toilet building and a portion of the sewage treatment is directly related to the safety rest area function and should be eligible for federal funding under the Interstate Highway Program.

Could you suggest someone in the Highway Division with whom we may discuss a potential joint project?

Rest Area is not in the Interstate Estimate. (Tebeau)

LJ:al

cc: Fred Klaboe
Warren Gaskill
Dave Talbot
Bud Shirley
Ray Leavitt
Gerry Lucas 35%
John Hollingsworth 65%

Discussed with Larry Jacobson 3-22-79
Need to discuss with FHWA

RECEIVED
STATE HWY ENGR
MAR ~~20~~ 21 '79
REFER TO
Mcelving
FOR

Info	Inves	R/D	D/R	Sign	Act	File
			✓		✓	

PROJECT MANAGEMENT
[illegible]

1980 W. Interchange, Sellwood 9119
Bridge Sec. of Macadam Ave.
(Gr., pav., struc., sign & sig)

C4A 5941

3-4-77, 1-8-80, 10/19/82

1117

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: AUGUST 20, 1984

COUNTY: MULTNOMAH AGREEMENT NO: 5941 PROJECT NO: M-9704(2) IX-9704(4)

CONTRACT NO: 9119 SECTION: WEST APPROACH-SELLWOOD BRIDGE

PRELIMINARY ENGINEERING (PREFIX NO. 326-1935):

Project Manager (Non-Partic. $53.96)		$ 3,580.26
Work Performed by County		49,974.85
Final Design		1,488.32
Bridge Design		3,406.35
Region Geology		5,566.59
Traffic Section		1,449.24
Landscape Section		114.46
Region-Utility Liaison		150.48
Audit		352.80
Program Section		445.80
Specifications		3,938.47
Administrative Services		28.19
Environmental Section		883.06
Structural Foundations (Non-Partic.- $4.50)		6,442.15
Public Hearings		30.48
	TOTAL P.E. COST	$ 77,851.50
Less Federal Funds		(66,746.43)
Less Non-Participating Costs ($53.96+4.50)		(58.46)
	BALANCE	$ 11,046.61

STATE SHARE: 50% of $11,046.61 = $5,523.31

COUNTY SHARE: (50% of $11,046.61)+ $58.46 = $5,581.76

CONSTRUCTION (PREFIX NO. 326-1025):

	PARTICIPATING	NON PARTICIPATING
Payment to Contractor	$ 906,870.74	$ 856.00
Interest on Final Payment	----	487.54
SFO #1 Alter Lane Striping	1,694.88	---
SFO #2 Remove, Relocate & Install PGE Poles	8,604.27	---
SFO #3 Disconnect 4" Water Main	5,057.06	---
SFO #4 Remove Steel Pile Cut-offs	327.06	---
SFO #5 Install Permanent Signs	583.39	---
SFO #6 Install Chevron Alignment Signs	461.58	---
Construction Engineering by State	11,597.66	4,065.14
Construction Engineering by County	118,887.83	---
Audit Services	666.52	---
Program Section	263.69	---
Salem Lab	1,862.46	---

Portland Lab	1,065.18	---
Eugene Lab	43.85	---
Technical Services	73.37	---
Construction Section	4,131.45	---
Region Office	520.46	---
Training Course	93.90	8.00
EEO Monitoring	60.40	---
TOTAL	$ 1,062,865.75	$ 5,416.68

Total Construction Cost	$ 1,068,282.43
Less Federal Funds	(903,435.89)
Less State Share: (632,581 ÷ 85%) x $\frac{9}{15}$ =	(66,979.16)
COUNTY SHARE	$ 97,867.38

SUMMARY:

County Share P.E. Costs	$ 5,581.76
County Share Const. Costs	97,867.38
TOTAL COUNTY SHARE	$ 103,449.14
Less Credit for P.E. by County	(3,548.06)
Less Credit for Const. Engr. by County	(8,915.29)
Less Const. Advance Deposit by County 4-18-80	(51,000.00)
AMOUNT DUE FROM COUNTY	$ 39,985.79

GEZ:bkb

326-1025

(ORIGINAL)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

1-6-84

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Building
Salem, OR 97310

PAID BY
(For use of Paying Office)

STATE Oregon

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
POST
☒ FINAL VOUCHER (*)

VOUCHER PERIOD FROM 3-5-80 TO 3-14-83

FEDERAL AID PROJECT NO. IX-9704(4)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
772	138,280.00	138,280.00	85%	117,538.00	117,538.00	-0-
823	108,696.75	108,525.49	85%	92,246.67	92,246.67	-0-
823	812,390.39	816,060.26	85%	693,651.22	693,651.22	-0-
	1,059,367.14	1,062,865.75	85%	903,435.89	903,435.89	-0-

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY Oregon

DATE 1/6/84

SIGNATURE OF AUTHORIZED OFFICIAL
Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED $0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

FORM PR-20B (REV. 5-66)
FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966
IN LIEU OF SF-1166

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

(PPM 30-6)

FEDERAL AID PROJECT

STATE

COUNTY

NUMBER

SECTION

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Non Participating Project Cost					
	Final Contract Payment Summary		Lump Sum		856.00	
	Interest on final Payments		All Required		487.54	
	Construction Engineering		All Required		4,073.14	
	Multnomah County Share of Project		All Required		(8,915.29)	
	Total Non Participating Project Cost				(3,498.61)	
	Total Project Cost				1,059,367.14	
	Prepared based on Participating cost as shown on this Federal Billing as of 3-15-84					

PREVIOUS EDITIONS ARE OBSOLETE

USCOMM-DC 27329-P66

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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS
                                                                              FISCAL          GRAND TOTAL    ACTIVE YPS
DESCRIPTION          PREFIX FUNCTION SUB F. GR  CURRENT MONTH            YEAR TO DATE         TO DATE      BEG   END
                     326  1024    201    00 P 3                            3,949.92          3,949.92      83    83
                     326  1024    206    00 N 1                                                 52.06      81    81
                     326  1024    206    00 N 2                                                 78.09      81    81
                     326  1024    270    01 P 2                            2,969.99          5,469.99      82    83
                     326  1024    294    00 N 1                                               141.77CR     80    80
                     326  1024    296    00 N 9                            4,861.34CR       85,161.43CR    80    83
                     326  1024    298    00 N 9                            4,861.34         85,161.43      80    82
                     326  1024    900    00 N 1                                               436.14       80    82
                     326  1024    900    00 P 2                                               203.55       80    81
                     326  1024    903    00 P 2                            2,969.99CR        8,134.53      81    83
                     326  1024    915    00 P 1                                               143.32       82    83
                     326  1024    915    00 P 2                                               214.98       82    83
                     326  1024    920    00 P 1                                               174.27       80    80
                     326  1024    920    00 P 2                                               151.41       80    80
                     326  1024    940    00 P 1                                                 5.34       81    81
                     326  1024    940    00 P 2                                                 8.00       81    81
                     326  1024    945    00 P 1                                               131.49       81    82
                     326  1024    945    00 P 2                                               197.24       81    82
                     326  1024    948    00 P 1                                                25.68       81    82
                     326  1024    948    00 P 2                                                39.86       81    82
                     326  1024    985    00 P 1                                                30.07       80    80
                     326  1024    985    00 P 2                                                45.10       80    80
                                  TOT       P1                             1,706.08         33,836.64
                                  TOT       P2                             5,656.00CR       61,149.41
                                  TOT       P3                             3,949.92          3,949.92
                                  TOT       N1                                                 89.71CR
                                  TOT       N2                                                 78.09
                                 ** JOB TOTALS **           **                  **          98,924.35  **

W INTERCHANGE SELLWOOD BRIDGE CONT NO 9119 * FA PROJ NOS X1  9704004  76 X10 9704004  X1  9704004  24 STATE
                     326  1025    201    00 P 1                                           687,303.94      83    83
                     326  1025    201    00 P 2                                           116,285.89      81    81
                     326  1025    201    00 P 8                                           103,220.91      80    82
                     326  1025    201    00 N 1                                               856.00      81    81
                     326  1025    206    00 N 1                                               370.53      83    83
                     326  1025    206    00 N 8                                               117.01      83    83
                     326  1025    270    01 P 1  SFU #1                                     1,694.88      81    81
                     326  1025    270    04 P 1  " #4                  327.06                327.06      83    83
                     326  1025    270    05 P 1  " #5       98.31       98.31                583.39      81    84
                     326  1025    270    06 P 1  " #6                    .20                 461.58      81    84
                     326  1025    270    06 N 1                          .20CR                            81    84
                     326  1025    285    02 P 1  SFU #2                                     8,604.27      82    82
                     326  1025    285    03 P 1  " 3                                        5,057.06      80    82
                     326  1025    294    00 N 1  Loc. Match                                 8,915.29CR    80    83
                     326  1025    296    00 N 9             96.10CR   3,897.89CR          903,435.89CR    80    84
                     326  1025    298    00 N 9             96.10     3,897.89            903,435.89      80    84
                     326  1025    900    00 P 1             14.75     1,442.93CR            5,052.33      80    84
                     326  1025    900    00 P 2                                             2,794.11      82    82
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DESCRIPTION	PREFIX	FUNCTION	SUB F.		GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	ACTIVE YRS END
	326	1025	900	00	P 8	Asst. Engr.		3,618.54	80	83
	326	1025	900	00	N 1	" " 14.75CR	1,442.93	4,012.81	81	84
	326	1025	900	00	N 8	" "		52.33	81	83
	326	1025	903	00	P 1	Pay. Co.		99,697.83	80	83
	326	1025	903	00	P 2	" "		19,200.00	82	82
	326	1025	915	00	P 1	Audit		509.69	80	83
	326	1025	915	00	P 8	"		156.83	80	83
	326	1025	920	00	N 1	Prog. Sec.		203.78	80	83
	326	1025	920	00	P 8	" "		59.91	80	83
	326	1025	940	00	P 1	Salem Lab		1,415.49	81	82
	326	1025	940	00	P 8	" "		446.97	81	82
	326	1025	941	00	P 1	Port. Lab		809.53	81	82
	326	1025	941	00	P 8	"		255.65	81	82
	326	1025	942	00	P 1	Eugene Lab		33.32	81	81
	326	1025	942	00	P 8	" "		10.53	81	81
	326	1025	944	00	P 1	Tran. Serv.		23.37	81	81
	326	1025	945	00	P 1	Const. Sec.		3,523.75	81	83
	326	1025	945	00	P 8			608.10	81	83
	326	1025	946	00	P 1			483.64	81	81
	326	1025	946	00	P 8			36.82	81	81
	326	1025	948	00	P 1	Gen. Const. Engr.		118.50	81	83
	326	1025	948	00	P 8			14.18	82	82
	326	1025	950	00	P 1			71.75	81	81
	326	1025	950	00	P 8			22.55	81	81
	326	1025	950	00	N 1			6.08	81	81
	326	1025	950	00	N 8			1.92	81	81
	326	1025	985	00	P 1			45.90	80	80
	326	1025	985	00	P 8			14.50	80	80
			TOT	P1		113.06	1,017.36CR	816,060.26		
			TOT	P2				138,280.00		
			TOT	P8				108,525.49		
			TOT	N1		14.75CR	1,442.73	3,669.87CR		
			TOT	N8				171.26		
			** JOB TOTALS **			98.31 **	425.37 **	1,059,367.14 **		

DESCRIPTION	PREFIX	FUNCTION	SUB F.		GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	STATE	
CBD TRAFFIC SIGS(PORT)	CONT NO 9130 * FA PROJ NOS XI 000C014 100									
	326	1026	201	00	P 1			711,784.94	80	82
	326	1026	270	05	P 1	98.31CR	98.31CR	42,300.00	81	84
	326	1026	295	00	N 9	83.56	23.07	687,322.47CR	81	83
	326	1026	296	00	N 9	83.56CR	23.07CR	645,022.47	80	84
	326	1026	298	00	N 9			13,261.42	80	84
	326	1026	900	00	P 1			32,823.89	80	83
	326	1026	903	00	P 1			457.07	81	83
	326	1026	915	00	P 1			48.87	82	83
	326	1026	920	00	P 1		18.20	18.20	80	81
	326	1026	940	00	P 1			231.80	83	83
	326	1026	945	00	P 1			54.43	81	82
	326	1026	948	00	P 1				81	83

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                                                                         85.00  1496,588.13   1496,583.13
326-1020 1  XI  -9822-005    1634,200.00   1836,353.76   1760,691.92
                APPR-823                   205,469.19    205,469.19    85.00   174,648.81    174,648.81
326-1023 1  XI  -9926-004     176,100.00
                APPR-823                                               88.15    29,827.00     29,827.00
326-1024 1# M   -000C-015      29,827.00    33,746.93     33,836.64
                APPR-W36                                  61,149.41    85.00    51,977.00     51,977.00
         2# XI  -000C-015      51,977.00    61,227.50
                APPR-823                                               85.00     3,357.43      3,357.43
         3# XI  -000C-015       3,357.43     3,949.92      3,949.92
                APPR-823                    98,924.35     98,935.97             85,161.43     85,161.43
326-1024    PREFIX TOTALS      85,161.43                                       693,651.22    693,651.22
326-1025 1  XI  -9704-004     693,651.22   812,390.39    816,060.26    85.00
                APPR-823
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801                                 OREGON  STATE  HIGHWAY  DEPARTMENT                 04/26/84
BILLING NUMBER 40                          FHWA   BILLING  VOUCHER                                     PAGE  43
                                                                                      AMOUNT      ADJUSTMENT    AMOUNT OF
 PREFIX GRP FED AID PROJ   AGREEMENT    TOTAL COSTS     PARTIC.     % OF     FEDERAL     PREV. CLAIMED  AND CODE   THIS VOUCHER
         FL   APPR           AMOUNT       TO DATE        AMOUNT     PARTIC.    SHARE
                                                                    85.00   117,538.00   117,538.00
         2# X10 -9704-004   117,538.00   138,280.00    138,280.00
                APPR-772                                 108,525.49  85.00    92,246.67    92,246.67
         8# XI  -9704-004    92,246.67   108,696.75
                APPR-823                               1062,865.75           903,435.89   903,435.89
326-1025    PREFIX TOTALS   903,435.89  1059,367.14     758,849.96  85.00   645,022.47   645,022.47
326-1026 1# XI  -000C-014   645,022.47   758,849.96
                APPR-823                                152,129.72  85.00   129,310.26   129,310.26
326-1027 1# XI  -000C-016   129,310.26   152,423.09
                APPR-823                                157,133.49  85.00   133,563.47   124,853.00    8,710.47 B
326-1028 1  XI  -9823-001   124,853.00   157,695.01
                APPR-823                                119,221.09  85.00   101,337.93   101,337.93
         2  XI  -9699-002   119,392.00   119,248.82
                APPR-823                 276,943.83     276,354.58          234,901.40  [illegible]190.93    8,710.47
326-1028    PREFIX TOTALS   244,245.00                   52,616.86  85.00    44,724.33  [illegible]724.33
326-1029 1# XI  -9326-004    44,724.33    53,883.24                                                               4,432.56
                APPR-823                               4790,310.27  85.00  4071,763.73  4067,331.17
326-1032 1  XI  -9793-003  4448,950.00  4791,476.66
                APPR-823                 253,879.67     253,870.69  85.00   215,790.09   215,790.09
326-1034 1  XI  -9956-007   232,437.00
                APPR-823                   8,725.54       8,725.54  85.00     7,416.71     7,400.00       16.71 B
326-1035 1  XI  -9956-007     7,400.00
                APPR-823                                151,570.37  88.15   133,609.28   133,609.28
326-1036 1  SOS -2602-002   137,177.00   153,049.70
                APPR-680
         2  0000-0000-000
                APPR-000                 153,049.70     151,570.37          133,609.28   133,609.28     103 03 B
326-1036    PREFIX TOTALS   137,177.00       515.33         515.33  85.00       438.03       335.00
326-1037 1  XI  -000C-017       335.00
                APPR-823                 541,152.88     544,816.48  85.00   463,094.01   463,094.01
326-1039 1# X10 -0000-038   463,094.01
                APPR-772                 510,192.19     510,192.19  85.00   433,663.36   433,663.36
         2# XI  -0000-038   433,663.36
                APPR-823                1051,345.07    1055,008.67          896,757.37   896,757.37
326-1039    PREFIX TOTALS   896,757.37                              85.00    96,882.81    96,882.81
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U.S. GOVERNMENT PRINTING OFFICE: 1974 -- 732 - 620

nig

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: OSHD(Mr Coulter) / Region(HCM-010)

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 3	COUNTY Multnomah	DIVISION Oregon
DATE OF REPORT 9-9-83	REPORT MADE BY T. P. Lowe, Area Engineer		PROJECT NO IX-9704(4)
COMPLETION DATE 4-20-81	ACCEPTANCE DATE BY CONTRACT AGENCY 11-10-82	TIME ELAPSED -- %	CONTRACT TIME Calendar date completion
APPROVED EXTENSIONS --	LOCATION See below		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

RECEIVED
STATE HWY ENGR
SEP 15 '83
REFER TO
FOR
Info | Inves | R/D | D.R | Sign | Act | File

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

NOTED
W. E. SCHWARTZ

WEST INTERCHANGE, SELLWOOD BRIDGE
MACADAM AVENUE
Grading, Paving, Structures, Signing & Signal

This project provided for rechannelization of the subject interchange. This interchange was a high accident location. The new channelization is a great improvement.

The minor bird-bath near a deep inlet in the landscape area mentioned in the final acceptance report has been corrected.

The project was completed April 20, 1981 -- 31 days ahead of the specified completion date.

The State's materials certification statement notes that documentation of the quality of materials is poor on this project. Some manufacturer's materials certifications were lacking, and the required documentation of certain tests was not available.

The project was administered by Multnomah County personnel. This matter has been fully discussed with the State personnel involved in monitoring contracts administered by local jurisdictions.

(more)

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by		SIGNATURE	
TITLE Area Eng[illegible]	DATE	TITLE [illegible] Engr	DATE /83

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

The existing test documents do indicate that materials utilized on this project do substantially meet the contract requirements. Through efforts of the State I expect better test documentation of future local agency projects. Therefore I recommend acceptance of this project.

---tpl---

B

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

Contractor and Contract No.	Section and County	Acceptance Date
Bugge Investment Co. dba Columbia West Materials & Constructors Co. No. 9328	N.Col. Way/N. Col. Blvd./N. Portland Rd. Intchge. Ramp Multnomah County	November 8, 1982
Hi Lo Roads, Inc. No. 9439	Florence/Eugene Hwy. @ M.P. 10.3 Lane County	November 8, 1982
Sims Electric, Inc. No. 9348	Main St.-Campbell St. (Baker) Baker County	November 9, 1982
E.H. Itschner Co. No. 9461	Shaniko Rock Production Wasco County	November 9, 1982
Linnco Electric Co. No. 9394	Pac.Hwy. E.@ Hayesville Dr. NE (Salem) Marion County	November 9, 1982
Olson's Mechanical & Heavy Rigging No. 9517	Catching Slough Bridge Coos County	November 9, 1982
Gresham Paving, Inc. No. 9255	N. Main Ave.-NE Elliott Ave. & N. Main Ave.-NE Kelly Ave. (Gresham) Multnomah County	November 9, 1982
Schrader Const. Co., Inc. No. 9119	W. Intchge., Sellwood Bridge Multnomah County	November 10, 1982
Hertz Electric, Inc. No. 9246	SW Cedar Hills Blvd. @ SW Butner/Barnes Rd. Washington County	November 15, 1982
Sims Electric, Inc. No. 9393	Old Hwy. 20 @ "A" St. (Toledo) Lincoln County	November 15, 1982
Auburn Const. Co. No. 9346	McFee Cr. (Midway Rd.) Bridge Washington County	November 16, 1982
Tice Electric Co. No. 9329	Cascade Hwy. S. @ Gaffney Lane & Beavercreek Rd. @ Fred Meyer Access Clackamas County	November 18, 1982

Contractor and Contract No.	Section and County	Acceptance Date
Electric Corp. No. 9449	Pac. Hwy. E. @ Mt. Hood Ave. (Woodburn) Marion County	November 18, 1982
Douglas S. Coats, Inc. No. 9317	Jordan Cr. (Danner) Bridge Malheur County	November 22, 1982
Stukel Rock & Paving, Inc. No. 9229	N. Klamath Falls Intchge.-Jct. Green Springs Hwy. Klamath County	November 23, 1982
Wildish Corvallis Construction Co. No. 9353	Corvallis/Lebanon Hwy. @ Seven Mile Lane Linn County	November 30, 1982
Nelson-Deppe, Inc. No. 9300	Powder River Baker County	November 30, 1982
Roseburg Paving, Inc. No. 9215	Roseburg S.C.L.-Jct. Coos Bay/Roseburg Hwy. Douglas County	November 30, 1982

December 2, 1982

W. E. Schwartz, P.E.
Asst. State Highway Engineer

9119

P

November 16, 1982

Reliance Insurance Company
700 N.E. Multnomah
Portland, OR 97232

CON 5
#9119

Gentlemen or Ladies:

On November 15, 1982, we wrote to you concerning release of final payment on Contract No. 9119 awarded to Schrader Construction Co., Inc. for work on the West Interchange, Sellwood Bridge Section of FAU 9704 (Macadam Avenue) in Multnomah County.

Final payment on this contract is $2,497.31 and the total contract amount is $907,726.74 including $7,408.59 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js

cc: Schrader Construction Co., Inc.
5711 E. Burnside Street
Portland, OR 97215

bc: C. T. Keasey
Walt Hart
E. L. Hardt

October 19, 1982

Multnomah County Engineer
2115 S.E. Morrison
Portland, OR 97214

AGR 4

MISC. CONTRACTS and
AGREEMENTS No. 5711

Gentlemen or Ladies:

Attached for your files is a fully executed copy of a letter-form supplemental agreement defining the funding arrangements for the South Bound Off-Ramp Section of the Sellwood Bridge.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc

Attachment

bc: Don Harwell (agreement attached)

MULTNOMAH COUNTY OREGON

ENGINEERING SERVICES
2115 S.E. MORRISON STREET
PORTLAND, OREOGN 97214
(503) 248-3591

DONALD E. CLARK
COUNTY EXECUTIVE

September 28, 1982

Mr. Jon Rose, Federal Aid Engr.
Oregon Dept. of Transportation
5821 N.E. Glisan Street
Portland, Oregon 97213

RE: Supplemental Agreement for Financing Sellwood Bridge, FAU #9704, Your File #5941, Proj. IX-9704(4)

Dear Sir:

Enclosed is supplemental agreement in triplicate between the Oregon State Highway Division and Multnomah County, for financing the southbound off-ramp section of Sellwood Bridge using Federal Aid Funds, and defining State and County matching share.

This agreement has been executed by the County officials. Upon final action and execution by the State Highway Division, please return one fully signed copy to this office.

Very truly yours,

George Stillman
Assistant County Engineer

From Metro JON ROSE | Date 10-5-82
To BUZ SWAN
[✓ Proj. Mgmt.] Traffic Region I Accounting
Comment: Here are 3 copies of the subject supplemental agreement, signed by County officials and approved by the Metro Region Engr. Please forward for final action.
Jon Rose

MA PDM PDE FFM SPC
ODOT - METRO
OCT 05 1982
BM PAR PPC FILE T/A

DES
OCT 8

REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

9119

OREGON STATE HIGHWAY DIVISION

TO: Boz Swan - Mainor Holmes

SUBJECT: FAU Replacement - Agreements

FROM: Jon Rose

DATE: July 26, '82

At a discussion this morning Bebe Rucker agreed that the FAU Replacement dollar amounts listed in the Nov. 7, 1980 T.I.P. list prepared by Bill Pettis were acceptable. That list has four Multnomah County projects for which the State is expected to provide 9% match:

① W. Aproach, Sellwood Bridge	— $632,581	Federal Funds
② E. Burnside Construction (223rd ~ Powell)	$1,471,214	" "
③ E. Burnside Construction (Stark ~ 223rd)	$1,400,907 ✓	" "
④ 238th Ave (UPRR ~ Birch)	$ 59,883	" "
Total	$3,564,585	

The County would like supplemental agreements for #① & ② to show the State providing 9% match for the amounts listed. Since there has been no Con/Fin agreement

(SIGNATURE)

PLEASE REPLY HERE

written for #③, that agreement should have a dollar limit. That amount could be increased by $59,883 (the amount of #④) since #4 agreement calls for an 85/15 match, and the existing agreement left unchanged.

Please prepare the three letter-form supplements. Call if there are questions.

Jon Rose

#①, $632,581 #② $1,471,214, #③ $1,460,790

CC:

(SIGNATURE) (DATE)

1. SENDER SHOULD DETACH SHEET NO 4 AND HOLD UNTIL REPLY IS RECEIVED. LEAVING 1st 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY. DETACHING SHEETS. RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

Marion Craft
Region 1 Construction Engineer

June 11, 1982

M. D. Glenn
Quality Control Supervisor

West Interchange, Sellwood Bridge
FAP # IX-9704(4)
Contract No. 9119
Test Result Summary

I am returning the test result summary prepared by Multnomah County personnel.

This summary contains so many errors and omissions we cannot recommend acceptance of this project. It is so poorly prepared we cannot even recommend any reduction in the contractor's retainage.

It appears there are several bid items for which reduction prices for acceptance of the materials or work should have been initiated by the county.

Other items are so poorly documented it appears acceptance and state and federal participation is questionable. We have neither the time or personnel to straighten out this mess. All costs incurred by State personnel and interest on retained funds will be charged to County. This problem was discussed with Mike Smith and Don Harwell on June 4.

Copies of noted deficiencies made by lab and construction office personnel are attached. I have also attached copy of test result summary with notations which will give you some idea of the magnitude of errors and omissions found by the lab.

Any records required by the County to try and clear this up may be obtained from Roger Gebauer.

MDG:cb

Enc.

cc: John Jenkins
Test File
Bob Church
Roger Gebauer
Local Programs

3 CE J
1 CAE
2 FOE
OCS
4 SCS
EEO

RECEIVED
JUN 11 1982
CONSTRUCTION SECTION

OM
CA
LC
TC
FE
CP

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9704(4)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 71417

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5/21/82

8. FEDERAL ROUTE NUMBER FAU 9704

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION: West Interchange Sellwood Bridge (Portland)

11. GENERAL DESCRIPTION OF WORK Revised Utility Costs

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See below

13. REMARKS

As requested in Mr. Swan's letter of 5/19/82 I approve the revised utility costs for the adjustment of PGE facilities as authorized 12/16/80 to TEC $8,604.27 Federal Funds $7,313.63.

(Increase TEC $431.79 Federal Funds $367.63)

RECEIVED
STATE HWY ENGR
MAY 26 '82
REFER TO Moe [illegible]
FOR
Info [illegible] R/D [illegible] [illegible] Act File

14. DATE 5/21/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

4114

ROW 18-4

May 19, 1982

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan D E Swan
Operation Programming Engineer

SUBJECT: Removal, Relocation & Installation of
Street Lighting
Portland General Electric Company
West Interchange Sellwood Bridge
Macadam Ave. (FAU 9704)
Multnomah County
Project No. IX-9704(4)

Reference is made to C.T. Keasey's letter of December 11, 1980 requesting approval for Portland General Electric Company (PGE) to perform removal, relocation and installation work on street lighting and to your Letter of Approval and/or Authorization (PR-1240), dated December 16, 1980 giving approval for the work. Copies of the above are attached.

The street lighting work has been completed by PGE. The approved estimated cost for the work was $8,172.48. The final cost for the work is $8,604.27 which results in an overrun of $431.79 or 5.28%. The main reason for the overrun is increased labor costs. Copies of the original estimate and final billing are enclosed for your information.

The final costs for the work have been audited by our Accounting Section and found to be reasonable and acceptable. Your approval for federal participation in the final cost of $8,604.27 is requested.

JMC/DES/llr
Enclosure
cc: E. S. Hunter✓
J. M. Cartwright
Pete Gonzalez

RECEIVED
TECHNICAL SERVICES
MAY 20 '82
REFER TO
FOR
Info Inves R/D D/R Sign Act File

9114

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 4-139 PROJECT REPORT NUMBER MODIFICATION NUMBER 2	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Oregon County Multnomah Project Number IX-9704(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 8, 19 80, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,036,287	$ 1,058,280
Federal funds	782,000(823) $ 98,843(772)	782,000(823) $ 117,538(772)
Other revisions		

This modification is made for the following reasons: to include increase in construction costs and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 2nd day of April, 19[illegible].

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By
Program Management Engineer
(Title)

XXXy For: H.S. Coulter, P.E.
State Highway Engineer
(Title)

By ______________________
____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 10 75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon April 9, 1982

Federal-Aid Project
No. IX-9704(4)

W. Interchange-Sellwood Bridge Section
FAU 9704 (Macadam Ave.)
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6201
Roadway (Sta. "WN" 0+00.80 to Sta. "WN" 11+79.90)

Subtotal of previous estimate of September 16, 1981	$490,766.00
SUBTOTAL	$490,766.00
Engineering	63,534.00
Engineering (Signal Controller Testing)	1,080.00
TOTAL	$555,380.00

Type Code X920
Structure, Br. #6879 (Sta. "WN" 2+49.75 to Sta. "WN" 4+79.25)

Subtotal of previous estimate April 29, 1980 $317,496.40

Previous Estimate			
Special Wall Backfill	2,600 Ton	9.00	$ 23,400.00
Revised Estimate			
Special Wall Backfill	3,585 Ton	9.00	$ 32,265.00
		Increase	$ 8,865.00
		TOTAL	$326,361.40

Type Code X923
Pedestrian Overpass, Br. #6879 (Sta. "WN" 2+17.50 to Sta. 2+40.46)

Total the same as previous estimate of April 29, 1980	$111,486.60
SUBTOTAL (Structures)	$437,848.00
Engineering	64,952.00
TOTAL	$502,900.00

Length of Roadway -----------------	0.178 mi.
Length of Structure ---------------	0.044 mi.
TOTAL LENGTH	0.222 mi.

Cost of Roadway Per Mile ----------$3,120,112.35

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Roadway	$ 555,380.00	$ 472,073.00	$49,984.00	$33,323.00
Structures	502,900.00	427,465.00	45,261.00	30,174.00
TOTAL	$1,058,280.00	$ 899,538.00	$95,245.00	$63,497.00

Group 1 76%; Group 8 24%
Contract No. 9119
Prefix: 326-1025

Federal Funds:	Appn Code (823) -----------	$782,000.00
	Appn Code (772) -----------	$117,538.00

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 10-8	S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	OREGON
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County MULTNOMAH
MODIFICATION NUMBER 1	9-21-81	Project Number IX-9704(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 8, 19 80, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 920,000.00	$ 1,036,287.00
		782,000.00 (823)
Federal funds	$ 782,000.00	$ 98,843.00 (772)
Other revisions		

This modification is made for the following reasons: To include increase in construction costs and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 21 st day of September, 19 81.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

ASST. STATE HIGHWAY ENGINEER
(Title)

~~XBYX~~ FOR: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

FOR: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen File

OREGON STATE HIGHWAY DIVISION
Salem, Oregon September 16, 1981

FEDERAL AID PROJECT
NO. IX-9704(4)

W. Interchange-Sellwood Bridge Section
FAU 9704 (Macadam Avenue)
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6201
Roadway (Sta. "WN" 0+00.80 to Sta. "WN" 11+72.90)

Subtotal of previous estimate of April 29, 1980 $383,234.00

Previous Estimate

Temporary Guard Rail Type 1 Lighted	785	Lin. Ft.	8.00	$ 6,280.00
Embankment Foundation Excavation	1,020	Cu. Yd.	15.00	15,300.00
General Excavation	715	Cu. Yd.	10.00	7,150.00
Bituminous Base	1,100	Ton	36.00	39,600.00
1"-0 Aggregate Base	450	Ton	15.00	6,750.00
Class "B" Asphaltic Concrete	570	Ton	40.00	22,800.00
6-inch Sewer Pipe	359	Lin. Ft.	10.00	3,590.00
Extra for Pipe under pavement	80	Lin. Ft.	20.00	1,600.00
Special Filters in Drains	120	Cu. Yd.	15.00	1,800.00
Guard Rail Type 2A	493	Lin. Ft.	12.00	5,916.00
Guard Rail Type 3	150	Lin. Ft.	25.00	3,750.00
Concrete Curbs	1,710	Lin. Ft.	6.00	10,260.00
Cement Rubble Masonry	600	Sq. Ft.	18.00	10,800.00
Structure Excavation	320	Cu. Yd.	10.00	3,200.00
Pile Shoes	24	Each	100.00	2,400.00
Concrete in Walls	615	Cu. Yd.	215.00	132,225.00
				$273,421.00

Revised Estimate

Temporary Guard Rail Type 1 Lighted	1,194	Lin. Ft.	8.00	$ 9,552.00
Embankment Foundation Excavation	1,183	Cu. Yd.	15.00	17,745.00
General Excavation	863	Cu. Yd.	10.00	8,630.00
Bituminous Base	1,176	Ton	36.00	42,336.00
1"-0 Aggregate Base	813	Ton	15.00	12,195.00
Class "B" Asphaltic Concrete	708	Ton	40.00	28,320.00
6-inch Sewer Pipe	509	Lin. Ft.	10.00	5,090.00
Extra for Pipe under Pavement	230	Lin. Ft.	20.00	4,600.00
Special Filters in Drains	190	Cu. Yd.	15.00	2,850.00
Guard Rail Type 2A	596	Lin. Ft.	12.00	7,152.00
Guard Rail Type 3	187	Lin. Ft.	25.00	4,675.00
Concrete Curbs	2,084	Lin. Ft.	6.00	12,504.00
Cement Rubble Masonry	818	Sq. Ft.	18.00	14,724.00

Structure Excavation	434	Cu. Yd.	10.00	4,340.00
Pile Shoes	39	Each	100.00	3,900.00
Concrete in Walls	690	Cu. Yd.	215.00	148,350.00
Mobilization & Furn Pile Drive Equipment (P.A. #4)		All Required		15,000.00
Furnish Treated Timber Piling (PA #4)	1,895	Lin. Ft.	4.60	8,717.00
Drive Treated Timber Piling (PA #4)	1,574	Lin. Ft.	5.80	9,129.00
Furnish & Install Pile Shoes (PA #4)	18	Each	90.00	1,620.00
Remove Concrete Slab (E.W.O. #2)		All Required		6,499.00
Revision of Street Illum by PGE (SFO #2)		All Required		8,172.00
Adjust City of Portland Water Facility (SFO #3)		All Required		4,853.00
				$380,953.00

Increase	$107,532.00
Subtotal	$490,766.00
Engineering	58,534.00
Engineering (Sig. Cont. Testing)	1,080.00
TOTAL	$550,380.00

Type Code X920
Structure, Br. #6879 (Sta. "WN" 2+49.75 to Sta. "WN" 4+79.25)

Total the same as previous estimate of April 29, 1979 $317,496.40

Type Code X923
Pedestrian Overpass, Br. #6879 (Sta. "WS" 2+17.50 to Sta. "WS" 2+40.46)

Total the same as previous estimate of April 29, 1979 $485,907.00

Length of Roadway	0.178 mi.
Length of Structure	0.044 mi.
TOTAL LENGTH	0.222 mi.

Cost of Roadway per mile ----------------- $3,092,022.47

SUMMARY OF FUNDS

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	COUNTY FUNDS
Roadway	$ 550,380.00	$467,822.00	$49,535.00	$33,023.00
Structures	485,907.00	413,021.00	43,731.00	29,155.00
TOTAL	$1,036,287.00	$880,843.00	$93,266.00	$62,178.00

Group 1 - 76%; Group 8 - 24%
Contract No. 9119
Prefix - 326-1935
Prefix - 326-1025

9119

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 5-80	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 5-8-80	State Oregon County Multnomah Project No. IX-9704(4)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., W. end Sellwood Br. (Portland)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	3-5-80	0.222
OTHER *(Specify)*		

FUNDS PRO RATA 85%

ESTIMATED TOTAL COST OF PROJECT $ 920,000.00	FEDERAL FUNDS $ 782,000.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Assistant State Highway Engineer
(Title)
XX For: H.S. Coulter
State Highway Engineer
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
for For: G.L. Green
Date executed by Division Administrator 5-8-80

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon, April 29, 1980

Federal Aid Project
No. IX-9704 (4)

W. Interchange-Sellwood Bridge Section
FAU 9704 (Macadam Avenue)
Multnomah County

Project Agreement Estimate

Type Code 6201
Roadway (Sta. "WN" 0+00.80 to Sta. "WN" 11+72.90)

Mobilization	All Required		$ 61,370.00
Temporary Protection and Direction of Traffic	All Required		10,000.00
Temporary Signs	262 Sq.Ft.	10.00	2,620.00
Temporary Plastic Safety Markers	52 Each	60.00	3,120.00
Temporary Guard Rail, Type 1, Lighted	785 Lin.Ft.	8.00	6,280.00
Flagmen	500 Hour	20.00	10,000.00
Clearing and Grubbing	All Required		10,000.00
Removal of Pavement	2,500 Sq.Yd	5.00	12,500.00
Embankment Foundation Excavation	1,020 Cu.Yd	15.00	15,300.00
General Excavation	715 Cu.Yd	10.00	7,150.00
Trench Excavation	600 Cu.Yd.	9.00	5,400.00
Furnishing and Placing Topsoil	150 Cu.Yd.	9.00	1,350.00
Bituminous Base	1,100 Ton	36.00	39,600.00
1"-0 Aggregate Base	450 Ton	15.00	6,750.00
Class "B" Asphalt Concrete	570 Ton	40.00	22,800.00
Class "C" Asphalt Concrete	85 Ton	100.00	8,500.00
6-inch Sewer Pipe	418 Lin.Ft.	10.00	3,590.00
8-inch Sewer Pipe	309 Lin.Ft.	11.00	3,399.00
12-inch Sewer Pipe	233 Lin.Ft.	14.00	3,262.00
15-inch Sewer Pipe	50 Lin.Ft.	15.00	750.00
6-inch Galvanized Steel Pipe	59 Lin.Ft.	30.00	1,770.00
Extra for Pipe Under Pavement	80 Lin.Ft.	20.00	1,600.00
Concrete Manholes	4 Each	1,200.00	4,800.00
Concrete Inlets, Type P45	2 Each	400.00	800.00
Concrete Inlets, Type G2-MA	2 Each	500.00	1,000.00
Concrete Inlets, Type P	8 Each	350.00	2,800.00
6-inch Drain Pipe	1,260 Lin.Ft.	5.00	6,300.00
Special Filter Material in Drains	120 Cu.Yd.	15.00	1,800.00
Guard Rail, Type 2A	493 Lin.Ft.	12.00	5,916.00
Guard Rail, Type 3	150 Lin.Ft.	25.00	3,750.00
Guard Rail Anchors, Type 1	3 Each	325.00	975.00
Guard Rail Anchors, Type 2	1 Each	400.00	400.00
Rail End Pieces, Type C	4 Each	165.00	660.00
Concrete Curbs	1,710 Lin.Ft.	6.00	10,260.00
Cement Ruble Masonary Walls	600 Sq.Ft.	18.00	10,800.00

Wood Sign Posts	All Required		2,000.00
Type "C" and "D" Signs in Place	32 Sq.Ft.	10.00	320.00
Type "EEE" Signs in Place	4 Sq.Ft.	21.00	84.00
Type "H" and "I" Signs in Place	31 Sq.Ft.	21.00	651.00
Type "U" Signs in Place	50 Sq.Ft.	30.00	1,500.00
Mono-Directional Type I Markers	42 Each	6.00	252.00
White Type II Markers	35 Each	3.00	105.00
Traffic Signal Installation Complete	All Required		60,000.00
Furnishing and Planting Shrubs	1,145 Each	11.00	12,595.00
Furnishing and Planting Vines	3,350 Each	2.50	8,375.00
Bark Mulch	39 Units	130.00	5,070.00
Soil Conditioner	331 Cu.Yd	10.00	3,310.00
			$381,634.00

Anticipated Items

Permanent Pavement Striping	All Required	$ 800.00
On the Job Trainee (1 at $800)	All Required	800.00
		$ 1,600.00

Subtotal	$383,234.00
Engineering	49,779.00
Engineering (Sig. Cont. Testing)	1,080.00
Total	$434,093.00

Type Code X920
Structure, Br. #6879 (Sta. "WN" 2+49.75 Sta. "WN" 4+79.25)

Structure Excavation	200 Cu.Yd.	10.00	$ 2,000.00
Special Wall Backfill	1,700 Cu.Yd.	9.00	15,300.00
Furnish Pile Driving Equipment	All Required	(80%)	16,000.00
Furnish HP 10x57 Steel Piling	1,140 Lin.Ft.	21.00	23,940.00
Drive Steel Piles	873 Lin.Ft.	1.00	873.00
Pile Shoes	24 Each	100.00	2,400.00
Structural Concrete, Class 3300 (420 C.Y.)	All Required	(83%)	116,598.40
Expansion Joint Seal	45 Lin.Ft.	65.00	2,925.00
Concrete in Walls, Etc.	410 Cu.Yd.	215.00	88,150.00
Reinforcement (56,000 lbs.)	All Required	(86%)	22,360.00
Reinforcement in Walls, Etc.	34,000 Lbs.	0.40	13,600.00
Reinforced Concrete Bridge End Panels	100 Sq.Yd.	55.00	5,500.00
Concrete Slope Paving	50 Sq.Yd.	40.00	2,000.00
Asphalt Membrane	585 Sq.Yd	10.00	5,850.00
			$317,496.40

Type Code X923
Pedestrian Overpass, Br. #6879 (Sta. "WS" 2+17.50 + Sta. "WS" 2+40.46

Structure Excavation	120 Cu.Yd.	10.00	1,200.00
Special Wall Backfill	900 Cu.Yd.	9.00	8,100.00
Furnish Pile Driving Equipment	All Required	(20%)	4,000.00
Furnish HP 10x57 Steel Piling	240 Lin.Ft.	21.00	5,040.00
Drive Steel Piles	240 Lin.Ft.	1.00	240.00
Structural Concrete, Class 3300 (85 C.Y.)	All Required	(17%)	23,881.60
Concrete in Walls, Etc.	205 Cu.Yd.	215.00	44,075.00
Reinforcement (9,000 lbs.)	All Required	(14%)	3,640.00
Reinforcement in Walls, Etc.	1,700 Lbs.	0.40	6,800.00
Reinforced Concrete Bridge End Panels	60 Sq.Yd.	55.00	3,300.00
Pedestrian Handrail	220 Lin.Ft.	38.00	8,360.00
Concret Slope Paving	30 Sq.Yd.	40.00	1,200.00
Asphalt Membrane	165 Sq.Yd.	10.00	1,650.00
			$111,486.60
	Subtotal (Strs.)		$428,983.00
	Engineering		56,924.00
	Total		$485,907.00

Length of Roadway - - - - - - - 0.178 mi.
Length of Structure - - - - - - 0.044 mi
Total Length 0.222 mi.

Cost of Roadway Per Mile $2,438,724.71

Work Retained in Program Status
(not included in amounts below)

Roadside Seeding and Mulching	All Required	$200.00

Oregon State Highway Division
Salem, Oregon, April 29, 1980

Federal Aid Project
No. IX-9704 (4)

Summery of Funds (85%)

Description	Total Cost	Federal Funds	State Funds	County Funds
Roadway	$434,093	$368,979	$39,068	$26,046
Structures	485,907	413,021	43,731	29,155
Total	$920,000	$782,000	$82,799	$55,201

Group 1 76%; Group 8 24%
Contract No. 9119
Prefix 326-1935
Prefix 326-1025

VICTOR ATIYEH
GOVERNOR

Department of Transportation
METROPOLITAN BRANCH
5821 N.E. GLISAN, PORTLAND, OREGON 97213

February 23, 1982

Telephone 238-8226

In Reply Refer to
File No.
326-1935
326-1931

BEBE RUCKER
Multnomah County
Planning Division
2115 Southeast Morrison
Portland, OR 97214

Subject: West Interchange, Sellwood Bridge
Main Avenue-Bull Run Rd., East Burnside St.

Attached are summary sheets showing our estimates to complete work on the two subject projects. Attachments one and two compare our estimates in total and federal dollars with the current FHWA obligations.

On the Sellwood Bridge project, we anticipate that an additional obligation of $11,657 (federal) is needed to cover the final construction costs. On the Burnside Street project, we anticipate that there is a surplus of funds in the right-of-way and construction obligations.

The third attachment shows our estimate of state and county matching funds required for each project. For the Burnside Street project, the federal share of the construction is less than 85 percent of the total cost because of some non-participating signal work on that project. This non-participating work is the responsibility of the county.

The county has submitted advance deposits for each of these projects. Our records show advance deposits of $51,000 for the Sellwood Bridge project and $184,400 for the Burnside Street project.

Ted Spence

THEODORE A. SPENCE
Plan and Program Manager

pa

Enclosures

cc Andy Cotugno
Gary Zehner
Jon Rose
Robin Brooks

DOCUMENTATION OF

ADDITIONAL FEDERAL FUNDING REQUIREMENT

Project Name: West Interchange, Sellwood Bridge

Jurisdiction: Multnomah County

Type of Federal Funds: e(4) Const. FAU PE OTHER

State Match Local Match

Current FHWA Obligation ~~MSD AUTHORIZATIONS~~ FED. $

~~Resolution No.~~	PE	ROW	CONST.
	66,746 FAU	—	880,843 FAIX

CURRENT COST ESTIMATE FEDERAL AND TOTAL $

Date	PE	ROW —	CONST.
Feb. 23, 1982	Fed. 66,746 Total 77,793 (Final Voucher)	Fed. Total —	Fed. 892,500 Total 1,050,000 Feb. '82

ADDITIONAL FEDERAL FUNDS REQUIRED

PE	ROW	CONST.
—	—	11,657 FAIX

COMMENTS: The estimate for construction is subject to final audit.

RECOMMENDED ACTION:

ACTION TO BE TAKEN:

Approved:

Date

Attachment 1.

2-19-82
2-23-82

Sellwood Bridge:

Phase	Total $	Federal $	State $	County $
PE	77,793	66,746	5523.	5523.
Const	1,050,000	892,500	66,979	90,521
Subtotal	1,127,793	959,246	72,502	96,044

Main - Powell , Burnside:

Phase	Total $	Federal $	State $	County $
PE	91,429	78,404	6,488	6,537
R/W	10,500	9,250	625	625
Const	1,785,000	1,465,200	155,139	164,661
Subtotal	1,886,929	1,552,854	162,252	171,823

Attachment 3.

9114

2

1-8-82

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9704(4)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 71417

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 1/8/82
8. FEDERAL ROUTE NUMBER FAU 9704
9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
West Approach Sellwood Bridge (Portland)

11. GENERAL DESCRIPTION OF WORK
Revised utility costs

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See below

13. REMARKS

As requested in Mr. Swan's letter of 12/31/81 I approve the revised costs for adjustment of City of Portland's Bureau of Water Works facilities to a TEC of $5,057.06 Federal Funds $4,298.50

(Increase TEC $204.06 Federal Funds $173.50)

RECEIVED
STATE HWY ENGR
JAN 13 '82
REFER TO
FOR

14. DATE 1/8/82
15. SIGNATURE OF APPROVING OFFICIAL
16. TITLE for Division Administrator

FORM PR 1240 PREVIOUS EDITIONS MAY BE USED
(Rev. 12-79)

9119

E

ROW 18-4

December 31, 1981

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

NOTED
E. S. HUNTER

FROM: D. E. Swan D E Swan
Operation Programming Engineer

SUBJECT: Final Cost, Water Facility Relocation
Bureau of Water Works
City of Portland
West Interchange, Sellwood Bridge
FAU 9704 (Macadam Ave.)
Multnomah County
Project No. IX-9704(4)

Here are copies of the first and the final billings of costs received from the Bureau of Water Works, City of Portland for the adjustment of their water facilities in conflict with the subject project. The estimated cost of the water facility adjustment, as approved by your Letter of Approval and/or Authorization (PR-1240) dated May 16, 1980, was $4,853. The final cost of adjustment is $5,057.06 resulting in an overrun of $204.06 or 4.2 percent.

Material cost underran slightly. Pavement repair cost ran about 10 percent of estimated cost. Equipment costs overran about 30 percent. The major increase is a 39.7 percent overrun in labor costs. The reason for the overrun was underestimating labor and equipment costs. The final relocation costs have been audited and found to be correct. It is the State's opinion that the total relocation cost of $5,057.06 is equitable and the 4.2 percent overrun nominal.

Your approval of Federal participation in the total relocation cost of $5,057.06 is requested.

DES/JMC/llr
cc: E. S. Hunter
Jack M. Cartwright
Pete Gonzalez

RECEIVED
TECHNICAL SERVICES
JAN 4 '82
REFER TO

FOR

Info	Invest	R/D	D/R	Sign	Act	File

9119

(MEMORANDUM)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

[illegible]S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

9-24-81

ST[illegible] VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

PAID BY

(For use of Paying Office)

ADDRESS

Capitol Bldg.
Salem, OR 97310

STATE

Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

VOUCHER PERIOD FROM 5/31/77 TO 3/5/80

FEDERAL AID PROJECT NO. M-9704(2)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$74,249.48	$77,793.04	85.80%	$66,746.43	$66,746.43	$ 0.00

RECEIVED DIVISION OFFICE		DIVISION OFFICE REVIEW MADE		PASSED FOR PAYMENT	
BY	DATE	BY	DATE	BY	DATE

REMARKS Oregon 9/24/81 V.E. Skoog, Controller

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	West Approach (Sellwood Bridge) Section County Road in Multnomah County					
	Preliminary Engineering Type Code P.E.					
	Multnomah County	All	Required		$49,974.85	
	State	All	Required		27,465.39	
					$77,440.24	
	Misc. Project Cost					
	Audit Expense	All	Required		352.80	
	Total Participating Cost				$77,793.04	
	Nonparticipating Project Cost					
	P.E. State	All	Required		4.50	
	Multnomah Co. share of project	All	Required		(3,548.06)	
	Total Nonparticipating Cost				$(3,543.56)	
	Total Project Cost				$74,249.48	
	Prepared based on Participating Costs as shown on Federal Billing as of 9/30/81.					
	AMOUNT CARRIED FORWARD . .					

PROGRAM SECTION
AUG 13 '84
Manager
Resource Unit
Project Unit
Program Unit
REFER TO
Circle one B/D D/R
Act Disc Info Fil

```
ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                    JUNE 1984        PAGE  803

                                                                              FISCAL          GRAND TOTAL
      DESCRIPTION                  PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH  YEAR TO DATE     TO DATE
                                326   1933     296     00 N 9                                    8,348.81CR
                                326   1933     298     00 N 9                                    5,378.81
                                326   1933     412     00 P 1                                      150.00
                                326   1933     901     00 P 1      49.14CR        49.14CR        1,168.71
                                326   1933     905     00 P 1                                      640.70
                                326   1933     909     00 P 1                                      858.14
                                326   1933     910     00 P 1                                      112.64
                                326   1933     911     00 P 1                                      524.30
                                326   1933     913     00 P 1     250.22CR       250.22CR          243.45
                                326   1933     914     00 P 1                                       48.00
                                326   1933     915     00 P 1                                      210.16
                                326   1933     920     00 P 1                                      458.01
                                326   1933     921     00 P 1                                      655.42
                                326   1933     922     00 P 1                                       17.99
                                326   1933     923     00 P 1                                      882.13
                                               TOT        P1      299.36CR       299.36CR        5,969.65
                                           ** JOB TOTALS **       299.36CR**     299.36CR**      5,969.65  **

                                                                                                          STATE
 W INTCHGE-SELLWOOD BR        CONT NO 0000 * FA PROJ NOS M   9704002 100.
                                326   1935     294     00 N 1  Local Match                       3,548.06CR
                                326   1935     296     00 N 9  Tr. St.                          66,746.43CR
                                326   1935     298     00 N 9  " Fed                            66,746.43
                                326   1935     901     00 P 1  Eng. Mgr.                         3,526.30
                                326   1935     901     00 N 1  "    "                               53.96
                                326   1935     903     00 P 1  Work by co                       49,974.85
                                326   1935     905     00 P 1  Fin. Des.                         1,488.32
                                326   1935     906     00 P 1  Br. Des.                          3,406.35
                                326   1935     910     00 P 1  Reg Geology                       5,566.59
                                326   1935     911     00 P 1  Tr. Sec.                          1,449.24
                                326   1935     912     00 P 1  Lands Sec.                          114.46
                                326   1935     914     00 P 1  Reg-Ut. Liais                       150.48
                                326   1935     915     00 P 1  Audit                               352.80
                                326   1935     920     00 P 1  Prog. Sec.                          445.80
                                326   1935     921     00 P 1  Specs.                            3,938.47
                                326   1935     922     00 P 1  Dam Serv.                            28.19
                                326   1935     923     00 P 1  Env. Sec.                           883.06
                                326   1935     926     00 P 1  St. Found                         6,437.65
                                326   1935     926     00 N 1                                        4.50
                                326   1935     980     00 P 1  Pub. Hearing                         30.48
                                               TOT        P1                                    77,793.04
                                               TOT        N1                                     3,489.60CR
                                           ** JOB TOTALS **               **              **    74,303.44  **

                                                                                                          STATE
 MAIN ST-NE ELLIOT, GRESHAM   CONT NO     * FA PROJ NOS SOS 2602002 100
                                326   1938     295     00 N 9      10.37          75.65          1,155.80
                                326   1938     296     00 N 9      10.37CR        75.65CR        5,016.80CR
                                326   1938     298     00 N 9                                    3,861.00
```

801
BILLING NUMBER 05

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

08/09/84

PREFIX GRP FED AID PROJ FL APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
324-1990 1 M -5241-001 APPR-W32	12,472.00	13,270.18	13,847.15	88.18	12,210.42	12,210.42		
324-1991 1 M -0000-033 APPR-W32	2,145.00	1,189.04	1,189.04	88.18	1,048.50	1,048.50		
324-1996 1 M -1720-001 APPR-W32	80,476.00	125,738.88	124,096.40	85.80	106,474.71	80,476.00	25,998.71 B	
324-1997 1# BROS-2403-002 APPR-117	3,007.35	3,759.19	3,759.19	80.00	3,007.35	3,007.35		
324-1999 1 XI -1685-003 APPR-823	55,250.00	66,601.68	66,448.12	85.00	56,480.90	55,250.00	1,230.90 B	
2 X10 -1685-003 APPR-580	50,490.00	58,045.20	58,045.20	85.00	49,338.42	49,338.42		
4-1999 PREFIX TOTALS	105,740.00	124,646.88	124,493.32		105,819.32	104,588.42	1,230.90	
5-1954 1# OS -2501-001 APPR-627		20.75						
325-1973 1# BROS-2503-001 APPR-117	15,862.80	19,933.58	19,828.50	80.00	15,862.80	15,862.80		
326-1901 1# XI -9867-001 APPR-823	245,918.98	288,710.52	286,618.86	85.80	245,918.98	245,918.98		
2# X10 -9867-001 APPR-580	32,640.00	38,041.96	38,041.96	85.80	32,640.00	32,640.00		
326-1901 PREFIX TOTALS	278,558.98	326,752.48	324,660.82		278,558.98	278,558.98		
326-1902 1# XI -9699-001 APPR-823	7,701.43	9,027.39	8,976.03	85.80	7,701.43	7,701.43		
326-1905 1 RRO -000S-102 APPR-685	6,721.57	7,468.41	7,468.41	90.00	6,721.57	6,721.57		
2 RRP -000S-102 APPR-139	900.00			90.00				
326-1905 PREFIX TOTALS	7,621.57	7,468.41	7,468.41		6,721.57	6,721.57		
326-1921 1# M -000C-003 APPR-W36	6,668.46	7,397.68	7,772.10	85.80	6,668.46	6,668.46		
326-1922 1# M -000C-002 APPR-W36	13,297.23	15,497.94	15,497.94	85.80	13,297.23	13,297.23		
326-1929 1* XI -9823-001 APPR-823	2,124.46	2,476.06	2,476.06	85.80	2,124.46	2,124.46		
2 X10 -9823-001 APPR-772	5,695.00	6,637.53	6,637.53	85.80	5,695.00	5,695.00		
326-1929 PREFIX TOTALS	7,819.46	9,113.59	9,113.59		7,819.46	7,819.46		
326-1931 1# M -9822-002 APPR-W36	78,403.80	91,428.93	91,379.72	85.80	78,403.80	78,403.80		
326-1932 1# M -000C-C04 APPR-W36	2,610.20	3,042.19	3,042.19	85.80	2,610.20	2,610.20		
326-1933 1 XI -9699-002 APPR-823	5,100.00	5,969.65	5,969.65	85.80	5,121.96	5,121.96		
326-1935 1# M -9704-002 APPR-W36	66,746.43	74,303.44	77,793.04	85.80	66,746.43	66,746.43		
326-1938 1 SOS -2602-002 APPR-680	3,861.00	8,139.42	8,139.42	85.80	6,983.62	3,861.00	3,122.62 B	

9114

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

September 18, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Interstate Substitution Projects
FY '81 Supplemental Allocation

We propose to utilize the subject supplemental funds in the amount of $15,000,000 on the following listed projects in the Portland and Salem Urban Areas by the end of September 1981.

PORTLAND

Project No.	Section	Work	Purpose	TC	FF
IX-24(23)	52nd-92nd	R/W	Addn't Auth.	$ 1,791,210	$ 1,522,527
IX-26(12)	McLoughlin Ped. U'Xing	P.E.	Increase	3,322	2,820
IX-79(4)	S.W. 72nd Ave. Intchge.	R/W	Auth.	236,000	200,600
IX-79(4)	S.W. 72nd Ave. Intchge.	P.E.	Increase	26,100	22,185
IX-0000(8)	N.W. Thurman-S W. Columbia	P.E.	Increase	10,341	8,790
IX-0000(40)	N.W. Thurman-S.W. Columbia	Con.	PS&E	669,767	569,300
IX-0000(41)	Cornell-Murray	Con.	PS&E	2,893,550	2,459,500
IX-000C(22)	Coliseum Area Traf. Sig.	Con.	PS&E	102,235	86,900
IX-000C(23)	Clackamas Town Center	P.E.	Auth.	16,100	13,685
IX-9064(2)	S.W. 185th Ave.-S.W. Hall Blvd.	P.E.	Increase	7,200	6,120
IX-9088(3)	Main Ave.-Alice Lane	R/W	Addn't Auth.	331,500	281,775
IX-9282(3)	S.W. 89th-I-5 (Tualatin)	R/W	Addn't Auth.	86,859	73,830
IX-9282(4)	S.W. 89th-I-5 (Tualatin)	Con.	PS&E	281,888	239,604
IX-9326(5)	W. Burnside @ Tichner	P.E.	Increase	7,500	6,375
IX-9326(8)	W. Burnside @ Tichner	Con.	PS&E	311,800	265,000
IX-9565(12)	Bancroft-Sellwood	Con.	Increase	352,942	300,000
IX-9565(13)	Oswego Cr. (Sucker Cr.) Br.	Con.	PS&E	2,841,200	2,415,000
IX-9659(3)	Gladstone NCL-S.E. Oatfield Rd.	P.E.	Increase	11,910	10,120

IX-9659(5)	Clack. Hwy.-Gladstone N.C.L.	P.E.	Increase	5,300	4,505
IX-9665(6)	Oatfield Rd. @ Aldercrest Dr.	P.E.	Increase	3,250	2,760
IX-9665(11)	Oatfield Rd. @ Thiesen	Con.	PS&E	189,428	161,013
IX-9699(3)	N.E. Glisan-S.E. Glenwood	P.E.	Increase	9,200	7,820
IX-9702(3)	International Way @ Price Fuller	P.E.	Increase	6,100	5,185
IX-9702(6)	Harmony Rd. @ Price Fuller	Con.	PS&E	155,000	131,750
IX-9704(4)	W. Approach Sellwood Br.	Con.	Increase	116,287	98,843
IX-9718(5)	S.E. 97th Ave.-S.E. 122nd Ave.	R/W	Increase	15,000	12,750
IX-9721(1)	S.E. King Rd.-Harmony Rd.	P.E.	Increase	8,000	6,800
IX-9721(2)	S.E. King Rd. @ Price Fuller	Con.	PS&E	7,808	6,636
IX-9823(1)	N.E. 33rd @ Broadway	P.E.	Increase	6,700	5,695
IX-9867(4)	Fariss-Powell Blvd.	R/W	Addn't Auth.	406,175	345,250
IX-9867(5)	Fariss-Powell Blvd. (Unit 1)	Con.	PS&E	1,694,235	1,440,100
IX-9926(6)	Basin Ave.-Going St. Interchange	R/W	Increase	125,000	106,250
IX-9926(7)	Basin Ave.-Going St. Interchange	Con.	PS&E	2,027,662	1,723,512
IX-9956(10)	Columbia Blvd. @ 47th	Con.	PS&E	67,060	57,000
				$14,823,629	$12,600,000

SALEM

IX-1525(2)	Chemawa Rd.-Hickory St.	R/W	Auth.	1,402,500	1,192,125
IX-1525(3)	Verda Lane N.E.-Cherry	Con.	PS&E	1,421,100	1,207,875
					$ 2,400,000
			TOTAL		$15,000,000

CL:bkc
cc: R.N. Bothman
J. Rose
Judy Smith
G. Zehner
P. Stearns
General Files

#9119 9-18-81

U. S. DEPARTMENT OF TRANSPORT ION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9704(4)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 71417

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9/18/81

8. FEDERAL ROUTE NUMBER FAU 9704

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

West Interchange Sellwood Bridge (Portland)

11. GENERAL DESCRIPTION OF WORK

Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change

13. REMARKS

As requested in Mr. Swan's letter of 9/18/81 I approve the revised Construction Costs to a TEC of $1,036,286 Federal Funds $880,843.

(Increase TEC $116,286 Federal Funds $98,843 Appn. Code 772 from 81 Supplemental allocation)

RECEIVED
STATE HWY ENGR
SEP 23'81
REFER TO
Moehring
FOR

Info	Invc	R/D	D/R	Sign	Act	File

ack
9.23

14. DATE 9/18/81

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

L

9119

September 10, 1981

Mr. John C. Anicker, Jr.
Lawyer
702 Main Street
Oregon City, OR 97045

CON 5
#9119

Dear Mr. Anicker:

Thank you for your letter of September 1, 1981, stating that the claim of Joseph Anicker against Castile Landscaping, Inc., has been paid in full.

This was in connection with the claim against Contract No. 9119 with Schrader Construction Co., Inc., for work on the West Interchange (Sellwood Bridge) Section of Macadam Avenue in Multnomah County.

This information will be noted in our records and we will advise the prime contractor and the surety.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
cc: Schrader Construction Co., Inc.
7912 S.E. Powell Boulevard
Portland, OR 97206

Reliance Insurance Co.
700 N.E. Multnomah
Portland, OR 97232

TED 0

js 9/10/81

JOHN C. ANICKER, JR.
LAWYER
702 MAIN STREET
OREGON CITY, OREGON 97045
(503) 656-1627

September 1, 1981

Oregon Department of Transportation
121 Transportation Building
Salem, OR 97310

Attention: Robert W. Gormsen

Re: CON 5 #9119 Castile Landscaping, Inc. /
Claim of Joseph Anicker

Gentlemen:

Please be advised that the claim of Joseph Anicker has been paid in full.

Thank you for your assistance.

Very truly yours,

John C Anicker Jr

John C. Anicker, Jr.

JCA:ak

[illegible]

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
AUG 17 1981
NORMA PAULUS
SECRETARY OF STATE

August 14, 1981

IN REPLY REFER TO
FILE NO.:

CON 5
9119

Mr. John C. Anicker, Jr.
Lawyer
702 Main Street
Oregon City, OR 97045

RECEIVED
AUG 17 1981
NORMA PAULUS
SECRETARY OF STATE

Dear Mr. Anicker, Jr.:

This will acknowledge receipt of your letters of July 22 and August 5 stating that your brother, Joseph Anicker, furnished shrubs for landscaping in the amount of $1,553.37 to Castile Landscaping, Inc., on Contract No. 9119.

Schrader Construction Co., Inc., is the prime contractor on Contract No. 9119 for work on the West Interchange, Sellwood Bridge Section of Macadam Avenue in Multnomah County.

The Reliance Insurance Company furnished the bond on this contract. We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when the claim has been paid.

Sincerely,

Robert W. Gormsen
Robert W. Gormsen
COMMISSION SERVICES

NOTED ON
8-19-81 lmc

cc Schrader Construction Co., Inc.
7912 S. E. Powell Blvd.
Portland, OR 97206

Reliance Insurance Co.
700 N.E. Multnomah
Portland, OR 97232

Fred S. James & Co.
111 S. W. Columbia
Portland, OR 97201

bc ✓Hon. Norma Paulus
Sec. of State

P.S. Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

JOHN C. ANICKER, JR.
LAWYER
702 MAIN STREET
OREGON CITY, OREGON 97045
(503) 656-1627

August 5, 1981

Oregon Department of Transportation
Room 121 Transportation Building
Salem, OR 97310

Attention: Robert Gormsen

Re: Castile Landscaping contract /
Anicker claim

Gentlemen:

Supplementing my letter of July 27, 1981, a copy of which is attached, and pursuant to Mr. Gormsen's phone call, the information I believe you require in regard to the contract is as follows:

Prefix: 326-1025 Contract #: 9119

Thank you for your assistance in this matter.

Very truly yours,

John C. Anicker Jr

John C. Anicker, Jr.

JCA:ak
Enc.

cc: Joseph Anicker

RECEIVED
AUG 7 1981
CONTRACTS
DEPARTMENT OF TRANSPORTATION

9114

L.

JOHN C. ANICKER, JR.
LAWYER
702 MAIN STREET
OREGON CITY, OREGON 97045
(503) 656-1627

July 22, 1981

Department of Transportation
State of Oregon
Salem, OR 97310

Re: Landscaping Improvements at
Sellwood Interchange in City of Portland

Gentlemen:

My brother, Joseph Anicker, furnished shrubs for landscaping to Castile Landscaping, Inc., 20055 SW Pacific Highway, Sherwood, OR 97140, on March 24, 1981. These shrubs were to be installed in landscaping improvements at the interchange of the Sellwood Bridge in Portland under a contract with your Department.

It is my understanding that Castile furnished a bond to insure performance and payment of the subs and suppliers. Although some payments have been made on the account, the unpaid balance as of July 24, 1981 including interest is $1,553.37.

Could you forward this letter to the bonding agency or advise me as to what company is involved so that we can make appropriate claim.

Very truly yours,

John C. Anicker Jr.

John C. Anicker, Jr.

Phoned his office - left word on how to file a claim - ORS chapter 279.

JCA:ak

RW
7-25-81

cc: Castile Landscaping, Inc.
Joseph Anicker

RECEIVED
STATE HWY ENGR
JUL 23 '81
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					☒	

RECEIVED
DOT DIRECTOR
JUL 22 '81
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

9117 1.

FORM E-1 (REV 10-63)

OREGON STATE HIGHWAY DIVISIO.

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: West Interchange - Sellwood Bridge

WEEK ENDING: June 6, 1981

SECTION PREFIX: 326-~~1001~~ 1025

HIGHWAY: FAU 9704 Macadam Ave.

COUNTY: Multnomah

NAME OF JOB: West Interchange-Sellwood Bridge

KIND OF WORK: Grading, Paving, Structures, Signals

CONTRACTOR: Schrader Construction Co.

CONTRACT NUMBER: 9119

FEDERAL AID PROJECT NUMBER: IX 9704 (4)

DATE OF CONTRACT: April 16, 1980

DATE WORK STARTED: April 30, 1980

ESTIMATED COMPLETION DATE: May 31, 1981

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS

CALENDAR DAYS USED

SPECIFIED COMPLETION DATE: May 31, 1981

PERCENT OF TIME ELAPSED: /396 = 100 %

PROJECT AUTHORIZATION: $ 923,319.10

EXCLUSIVE OF ENGINEERING: $ 850,104.37

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 921,715.87

ESTIMATED PERCENT: OVERRUN / UNDERRUN 12.3 %

ENGINEERING AUTHORIZATION: $ 110,000.00 ~~73,214.73~~

ENGINEERING COST TO DATE: $ 109,357.29

PERCENT OF AUTHORIZATION: 99.4 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100 % construction 2 plant establishment inspections not performed

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 99.8

DATE PROJECT WAS COMPLETED: April 20, 1981

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	6879	(Includes	Ped. Uxing	& Hwy. Ret.	Walls)			
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

K
RECEIVED
JUN 8 1981
CONSTRUCTION BRANCH
CCE
SCS
ELO
OM
CA 2
LE
TC
FE
CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	Performed first plant establishment inspection. Most shrubs and vines are in good condition. Some missing from vandalism. No corrective action will be required until planting season next fall.
WEDNESDAY	
THURSDAY	
FRIDAY	Submitted semi-final estimate and supporting data to Mike Smith.
SATURDAY	

REMARKS

SIGNED ________ LOCATION Portland

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP°F216

VICTOR ATIYEH
GOVERNOR

Department of Transportation
METROPOLITAN BRANCH
5821 N.E. GLISAN, PORTLAND, OREGON 97213

May 15, 1981

In Reply Refer to
File No. 326-1935

BEBE RUCKER
Multnomah County
2115 SE Morrison
Portland, OR 97214

Subject: W. Interchange, Sellwood Bridge
Oswego Hwy.
Multnomah County

As you may already be aware, there is a need for an increased construction authorization to cover the actual cost for the contract for this project. In addition, there is a need for an increase in the MSD authorization for PE to cover the actual expenses. The attached summary sheet shows the additional federal funds required in the MSD authorization.

The Transportation Commission will be asked to approve the increase in construction at their May 19 meeting. However, before we can program additional funds with FHWA to reimburse Multnomah County for the federal share of this project, we will need the funds approved for PE and construction at MSD.

Please contact me if you have any questions.

T.A. SPENCE
Plan & Program Manager

cc: R.N. Bothman
E.L. Hardt
D.E. Swan

Attachment

TAS:ECM:JS

ADDITIONAL FEDERAL FUNDING REQUIREMENT

Project Name: West Interchange - Sellwood Bridge Section

Jurisdiction: Multnomah County

Type of Federal Funds: e(4) ✓ FAU OTHER

State Match 9% Local Match 6%

Quarterly TIP ~~Resolution No.~~
Staff Report #75

Date
May 13, 1981

MSD AUTHORIZATIONS FED. $

PE	ROW	CONST.
41,922 FAU	0	823,969 FAIX

BX4 85%

CURRENT COST ESTIMATE FEDERAL AND TOTAL $

86%

PE	ROW	CONST.
Fed. 67,983	Fed. 0	Fed. 877,139
Total 79,050	Total 0	Total 1,031,928

ADDITIONAL FEDERAL FUNDS REQUIRED

PE	ROW	CONST.
26,061 FAU	0	53,170 FAIX

COMMENTS: Contract No. 9119 Const. completed, its in the establishment period.

RECOMMENDED ACTION:

ACTION TO BE TAKEN:

Approved:

Date

Contract 4-10-80.

L.

STATE OF OREGON

INTEROFFICE MEMO

FILE: CON 5 #9119

TO: H. S. Coulter
State Highway Engineer

DATE: May 7, 1981

FROM: O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increased Project Authorization
West Interchange-Sellwood Bridge
Macadam Ave., FAU 9704
Contract No. 9119

This federal-aid grading, paving, structure and signal project is expected to exceed the project authorization by $108,609, or 11.8 percent. The contractor recently completed his construction work, but has not yet fulfilled all contract obligations.

The need for the increased project authorization was brought on in part by work performed by utility companies that was not anticipated in the authorized funds. These costs were approximately $13,000. An unanticipated 8" concrete roadway slab had to be removed at a cost of $6,500 and unconsolidated silty sand was encountered making a pile foundation necessary for a portion of the road and retaining wall at an additional cost of $34,470. Also, the redesign of the footing for the pile supported wall increased the concrete item at a cost of $7,500.

Bid quantities for wall backfill and aggregate base were low due to errors in converting from cubic yards to tons for the backfill and failing to allow for compaction of the aggregate base. These items overran by $9,000 and $6,000 respectively.

Multnomah County estimates the project engineering will overrun by approximately $36,800 due to extra work items and the complexity of the project. All of these increased project costs are eligible for federal participation.

A rough draft letter to the Transportation Commission is attached as is a copy of the Expected Overrun of Project Authorization form.

WR:fr
Att.
cc: E. L. Hardt
Mike Smith
Robert Church

DATE: May 7, 1981

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increased Project Authorization
West Interchange-Sellwood Bridge
Macadam Avenue, FAU 9704
Contract No. 9119

This federal-aid grading, paving, structure and signal project is in need of an increased project authorization as the final cost is expected to exceed that authorized by $108,609 or 11.8 percent.

The need for the increased project authorization was brought on in part by work performed by utility companies that was not anticipated in the authorized funds. These costs were approximately $13,000. An unanticipated 8" concrete roadway slab had to be removed at a cost of $6,500 and unconsolidated silty sand was encountered making a pile foundation necessary for a portion of the road and retaining wall at an additional cost of $34,470. Also, the redesign of the footing for the pile supported wall increased the concrete item at a cost of $7,500.

Bid quantities for wall backfill and aggregate base were low and these items overran by $9,000 and $6,000 respectively.

Multnomah County estimates the project engineering will overrun by approximately $36,800 due to extra work items and the complexity of the project.

All of these increased project costs are eligible for federal participation.

It is recommended that the authorization for this project be increased by $108,609 to a new total of $1,031,928.10. This matter will be on the consent calendar for the May 19 meeting.

bc F. B. Klaboe
R. W. Gormsen
C. T. Keasey
V. E. Skoog
E. L. Hardt
George Bell

9119

CON 5

DATE: April 24, 1981

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey
Ass't. State Hwy. Engr.

SUBJECT: Notification Establishment Period Started
Federal-aid Project Number
IX-9704(4)

Contract 9119, Planting Work Completed April 2, 1981 - different

Project W. Intchge., Sellwood Bridge

Highway FAU 9704 (Macadam Ave.)

County Multnomah

Establishment Period Ends October 31, 1981

RDC:mk

cc: R. D. Church

9114

L.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

2 2138

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9704(4)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 71417

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/6/81

8. FEDERAL ROUTE NUMBER FAU 9704

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

West Interchange - Sellwood Bridge Section

11. GENERAL DESCRIPTION OF WORK

Install chevron alignment signs along Macadam Avenue

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~XXXXXXXXXXXXXXXXXX~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 4/6/81 as requested in Mr. Keasey's letter of 4/14/81 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 6 is approved for a TEC of $300 Federal Funds $255.

(No additional obligation of funds required)

RECEIVED
STATE [illegible]
APR 24'81
REFER TO
[illegible]
FOR
[illegible]

14. DATE 4/23/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79)   PREVIOUS EDITIONS MAY BE USED

#9119

4-8-81

U. S. DEPARTMENT OF TRANSPOR[illegible]TION
FEDERAL HIGHWAY ADMINI[illegible]ATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9704(4)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 71417

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3/16/81

8. FEDERAL ROUTE NUMBER FAU 9704

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
West Interchange Sellwood Bridge (Portland)

11. GENERAL DESCRIPTION OF WORK
Furnish and install permanent signs

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON [illegible] FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of March 16, 1981, as requested in Mr. Keasey's letter of 3/24/81 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 5 is approved for TEC NTE $1,250 Federal Funds $1,063.

(No additional obligation of funds required)

RECEIVED
STATE HWY ENGR
APR 10'81
REFER TO

14. DATE 4/8/81

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

3114

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9704(4)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Robert B. Hathaway, Assistant Division Admin
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 71417

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 2/12/81

8. FEDERAL ROUTE NUMBER FAU 9704

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
West Interchange Sellwood Bridge (Portland)

11. GENERAL DESCRIPTION OF WORK
Remove steel pile cut-offs from project site

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY,
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

This will comfirm the advance authorization date of 2/12/81, as requested in Mr. Keasey's letter of 2/19/81 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 4 is approved for TEC NTE $250 Federal Funds $213.

RECEIVED
STATE HWY ENGR
MAR 19 '81
REFER TO
Moehring
FOR

14. DATE 3/16/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE Assistant Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

L. 7

STATE OF OREGON

INTEROFFICE MEMO

Railroad & Utilities
DEPT

378-6511
TELEPHONE

TO: C. T. Keasey
Assistant State Highway Engineer

DATE: December 5, 1980

FROM: Jack M. Cartwright
Jack M. Cartwright
Utility Engineer

NOTED
E. S. HUNTER

SUBJECT: Removal, Relocation & Installation of Street Lighting
Portland General Electric Company
West Interchange
Sellwood Bridge
Macadam Ave., FAU 9704
Multnomah County
Project No. IX-9704(4)

Here is Order for Force Work No. 2 which covers the cost of removing, relocating, and installing new lighting for this project. The work will be accomplished by Portland General Electric Company as shown on Sheet 28 of the construction plans for the project.

All of the existing street light poles, excepting No. 118, are owned by Portland General Electric Company. Most of the existing street lights and mast arms are owned by Portland General Electric Company. The remaining are owned by the City of Portland. The new lighting will be placed on new street lighting poles or power poles owned by Portland General Electric Company. The circuitry required for the street lighting will be owned by Portland General Electric Company. All of the new street lighting installations will be owned by the City of Portland and will be served and maintained by Portland General Electric Company.

In planning the street lighting revision and installation, it was determined that there would be some risk involved in having the State's contractor work on PGE poles to revise and install the lighting. The normal procedure for the City of Portland when revising and installing street lighting is to have the work accomplished by Portland General Electric Company. The proposed street lighting will be done pursuant to Schedule B of an existing agreement between the City and Portland General Electric Company. It is deemed to be in the best interest of the public and the project to have the street lighting work accomplished by Portland General Electric Company.

Please obtain appropriate approval of the Federal Highway Administration for this anticipated extra work.

JMC/vlw
cc: E. S. Hunter
D. E. Swan
Gary Kennen
Rich Evans

RECEIVED
TECHNICAL SERVICES
DEC 6 '80
REFER TO
FOR
Info
Inves
R/D
D/R
Sign

Form FHWA 121 (1/80)

2.

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project IX-9704(4)
W. Interchange, Sellwood Bridge
Macadam Avenue, ROW 18-4
Relocation of Street Lighting

Date: December 2, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO.6-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

Reference is made to Mr. Swan's letter requesting approval of street lighting work performed by PGE on this project. Your request asks for approval as a utility adjustment. The relocation of roadway illumination is a construction item and should be included in the PS&E.

Please resubmit as a change order with a finding in the public interest to support negotiating with PGE for performance of this work. Reference to the utility PPMs should be removed and this work should be separated from utility adjustments not related to roadway lighting.

Your submittal is herewith returned for your disposal.

G. L. Green

Attachment

RECEIVED
STATE HWY ENGR

DEC 3 -'80

REFER TO

FOR

Info	Inves	R/D	D.R.	Sign	Act	File

orig to

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No. ROW 18-4

Recommended for approval subject to comments noted.

☒ Area Engineer ....
☐ Bridge Engineer ......
☐ Right of Way ....
☐ Dist. Const. ....
☐ Planning ....

....
Date District Engineer

Return To 7 apu

TO: Glen L. Green, Division Administrator
Federal Highway Administration

AEG

FROM: for D. E. Swan J L Gaither
Operations Programming Engineer

SUBJECT: Relocation of Street Lighting
Portland General Electric Co.
West Interchange-Sellwood Bridge
Macadam Ave. (FAU 9704)
Multnomah County
Project No. IX-9704(4)

70E

Here is a copy of Portland General Electric Company's estimate of cost to adjust street lighting facilities dated October 29, 1980.

The street lighting facilities are located on City street right of way, pursuant to the terms of a contract between the City of Portland and PGE which provides for reimbursement when relocation is required.

The conflict with the street lighting was anticipated. Multnomah County is responsible for the relocation of utility facilities in conflict with the project. PGE was notified verbally by Multnomah County of the conflict. The relocation agreement will, therefore, consist of Multnomah County's notification of conflict, the estimate and sketch submitted herewith and the State's letter authorizing them to proceed with the work.

A Permit for the street lighting will not be issued as it is City-contracted lighting occupying City street right of way.

The project is not entitled to a credit for expired service life under the provisions of Paragraph 9b(1)(b) PPM 30-4, as the relocation of the lighting facilities involves a segment less than one mile in length. There will be no betterment derived from the proposed adjustment of the lighting facilities.

Your approval of the actual cost agreement as evidenced above and confirmation of your advanced authorization to proceed with the work as of April 28, 1980 under the Provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the project is $8,173.

It should [illegible] this [illegible] PPM [illegible] not [illegible] of the past. [illegible]

DES/JMC/vlw
Attach.

cc: E. S. Hunter
Jack M. Cartwright
Gary Kennen
Rich Evans

Form 734-3122

PGE Portland General Electric Company
Central Division

OE RE RME RCE BE
TE RECEIVED RSM
UE OCT 30 1980 RSC
SO REGION I RBI
TO

October 29, 1980

Mr. Gary Kennan
Metro Utilities Engineer
Department of Transportation
5821 N. E. Glisan Street
Portland, OR 97213

Dear Gary:

Discussions with Jack Cartwright during your absence revealed that we had never submitted our estimates for lighting for the improvements at the west end of the Sellwood Bridge. Attached is a work sheet showing our cost breakdown for that job.

If you have any questions, please call me.

Sincerely,

Dave Ford
Dave Ford
Customer Field Services Representative

DF/lbw5B2

Attachment

CONTRACT 9119

RECEIVED
NOV 3 1980
RR & UTILITY UNIT

RECEIVED
NOV 24 1980
RR & UTILITY UNIT

121 S.W. Salmon Street, Portland, Oregon 97204

Cost to Install 16 H.P. Sodium Luminaires

LABOR:		
4 Man Line Crew - 10 hours	$750.00	
3 Man Pole Crew - 8 hours	443.84	
1 Man Dirt Truck - 8 hours	121.68	
SUB TOTAL		$1,315.52
TRANSPORTAION:		
Type 4 Vehicle - 10 hours	$186.50	
Type 2 Vehicle - 10 hours	19.90	
Type 6 Vehicle - 8 hours	196.80	
Type 7 Vehicle - 8 hours	83.76	
SUB TOTAL		$486.96
Engineering and Supervisor @ 25.8325%		465.63
TOTAL LABOR AND TRANSPORTATION		$2,268.11
MATERIAL		
3 - 50' Poles	$599.07	
1 - 55' Pole	254.62	
1 - 60' Pole	322.88	
16 - 250W HPS Lamps	395.36	
16 - Photo Controls	68.16	
8 - 6' Upsweep M.A.	317.44	
16 - 5/8" x 12" MB	19.68	
16 - 3/16" x 2¼" Washers	.48	
8 - Insulated Bushings	2.16	
6 - Rolls 88 Tape	5.64	
14 - 260 Clamp	25.76	
14 - 176 Sleeves	2.66	
16 - ½" x 4½" Lags	3.36	
	$2,017.27	
Stores Expense	242.07	
SUB TOTAL	$2,259.34	

SUB TOTAL	$2,259.34		
Less Salvage - Mast Arm	(99.52)		
Engineering and Supervisor @25.8325%	583.64		
TOTAL MATERIAL		$2,743.46	
VOUCHERS:			
16 - 250W HP Sodium Units	$2,512.00		
Engineering and Supervisor @25.8325%	648.91		
TOTAL VOUCHERS		$3,160.91	
JOB TOTAL			$8,172.48

APPROVED 11/4/80

R L Evans

Controller

VICTOR ATIYEH
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

ROW 18-4

May 2, 1980

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
530 Center St. NE, Suite 100
Salem, OR 97301

Attention: C. T. Christianson

Relocation of Street Lighting
Portland General Electric Co.
West Interchange
Sellwood Bridge
Macadam Ave., FAU 9704
Multnomah County
Project No. IX-9704(4)

Confirmation of your verbal authorization for Portland General Electric Company to proceed with the relocation of street lighting facilities as of April 28, 1980 is requested. The street lighting facilities are located on City street right of way, pursuant to the terms of a contract between the City of Portland and PGE which provides for reimbursement when relocation is required. Estimated cost of the relocation work is $10,038. A cost estimate for the relocation work has been received and is presently being processed. The estimate will be submitted for your approval by separate letter. Federal participation in the cost of the relocation is subject to your review and approval of the estimate submitted by Portland General Electric Company.

Yours truly,

Jack M Cartwright

Jack M. Cartwright
Utility Engineer

JMC/vlw

Advanced authorization date of
April 28, 1980 is approved

Christianson

C. T. Christianson, Area Engineer

cc: K. H. Wheatley, Mult. County
M. B. Smith
Gary Kennen
Rich Evans.

9119

3

October 21, 1980

DES 23-7

Mr. Robert E. Johnson
Traffic Engineer
Multnomah County Engineering Services
2115 S. E. Morrison Street
Portland, OR 97214

Dear Mr. Johnson:

Sign Shop Drawings
Sellwood Bridge West Interchange
FAU 9704 (Macadam Avenue)
Multnomah County
OSHD Contract No. 9119

Attached is one set of approved shop drawings for Signs 5, 6 and 7 on the above-named project. These drawings were forwarded to us by Glen Clark for approval and/or correction.

Please correct the other three sets in your possession accordingly and distribute them in your normal manner.

Very truly yours,
ORIGINAL SIGNED
DUANE O. CHRISTENSEN

Duane O. Christensen
Final Design Engineer

Attachment

bc C. T. Keasey
G. L. Clark
W. G. Beard

WGB:ja

Versteeg
Anderson
Christensen
[illegible]
Sullivan
Terpin
Trout
Wakefield

RECEIVED
OCT 28 1980
ROAD DESIGN
SECTION

Do Not File ☐
Return To
[illegible]
Action

File

MULTNOMAH COUNTY OREGON

ENGINEERING SERVICES
2115 S.E. MORRISON STREET
PORTLAND, OREGON 97214
(503) 248-3591

DONALD E. CLARK
COUNTY EXECUTIVE

September 30, 1980

Traffic Engineering Section
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attn: Glen Clark

RE: OSHD Contract #9119 - Sellwood Bridge West Interchange
Directional Signs

Dear Sir:

We are forwarding shop drawings for the signs on the above referenced contract. Please review the spacing of the legends on these signs, and return an approved copy to this office.

NOTED
ELMER SCOFIELD

Yours very truly,

OLIVER J. DOMREIS
County Engineer

Robert E. Johnson
ROBERT E. JOHNSON
Traffic Engineer

REJ:im
Encl.

Original forwarded for
to [illegible] Board
processing.
E.S.S.

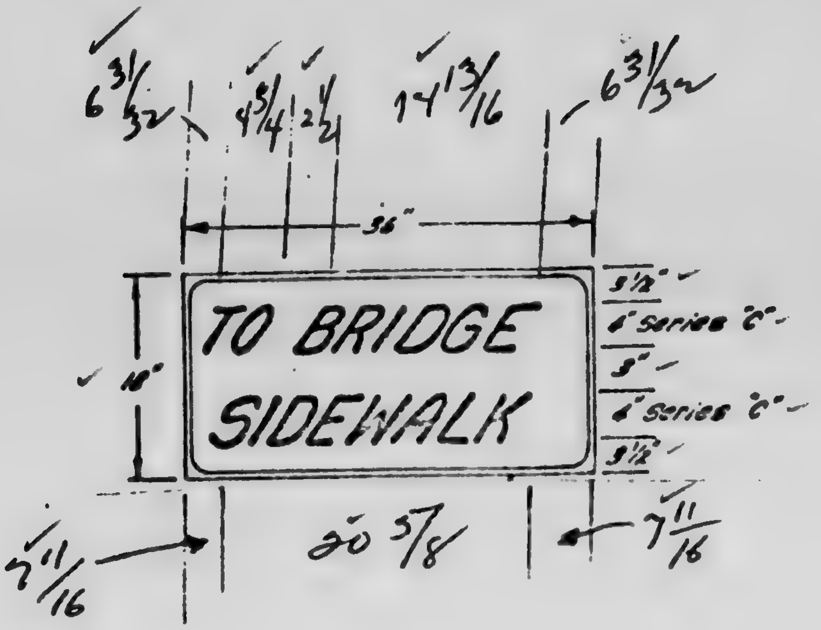
NOTED
L. E. GEORGE

RECEIVED
[illegible] 1980
TRAFFIC ENGINEERING

NOTED
[illegible]TTER

TRAFFIC SAFETY SUPPLY CO.
2324 SE UMATILLA ST.
PORTLAND, OREGON 97202
(503) 233-8531

Date 9/22/80


6 31/32
4 3/4
2 1/2
14 13/16
6 31/32
36"
TO BRIDGE
SIDEWALK
18"
3 1/2"
4" Series "C"
3"
4" Series "C"
3 1/2
7 11/16
20 5/8
7 11/16

Job name West Interchange - Sellwood Bridge

Ore. contract no. 9119

Sign no. 5

Size 36" x 18"

Type "U"

Legend Sc Out/Rect

Spacing Oregon

Border 1/2" Border

Cornors 1 1/2"

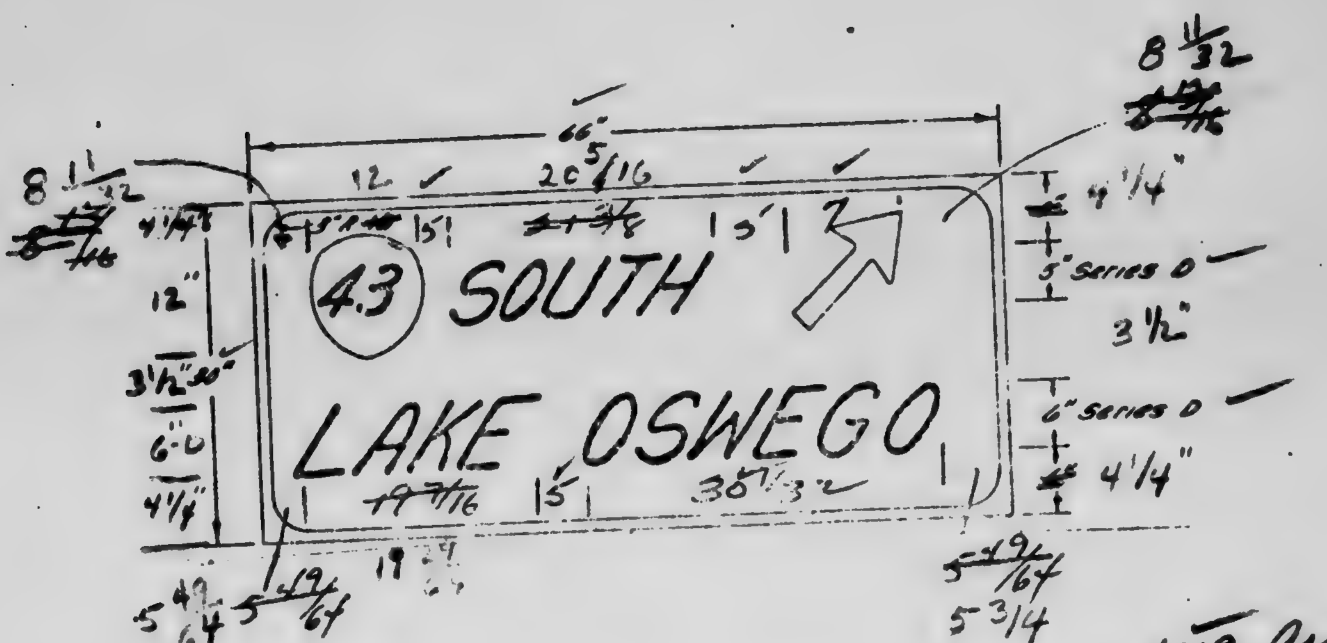
☐ [illegible] WITHOUT CHANGE
☐ APPROVED AS NOTED
☐ [illegible] CTION

[illegible]

OREGON STATE HIGHWAY DIVISION
Subject to Section 105.02 of the Standard Specifications for Highway Construction
BY

Date 9/22/80

TRAFFIC SAFETY SUPPLY CO.
2324 SE UMATILLA ST.
PORTLAND, OREGON 97202
(503) 235-8531


66"
12
20 5/16
~~21 3/8~~
8 11/32
~~8 17/16~~
4 1/4"
12"
3 1/2"
30"
6"
4 1/4
15
4.3
SOUTH
LAKE OSWEGO
~~19 7/16~~
15
30 7/32
19 29/64
5 49/64
~~5 49/64~~
5 3/4
8 11/32
~~8 17/16~~
4 1/4"
5" Series D
3 1/2"
6" Series D
4 1/4"

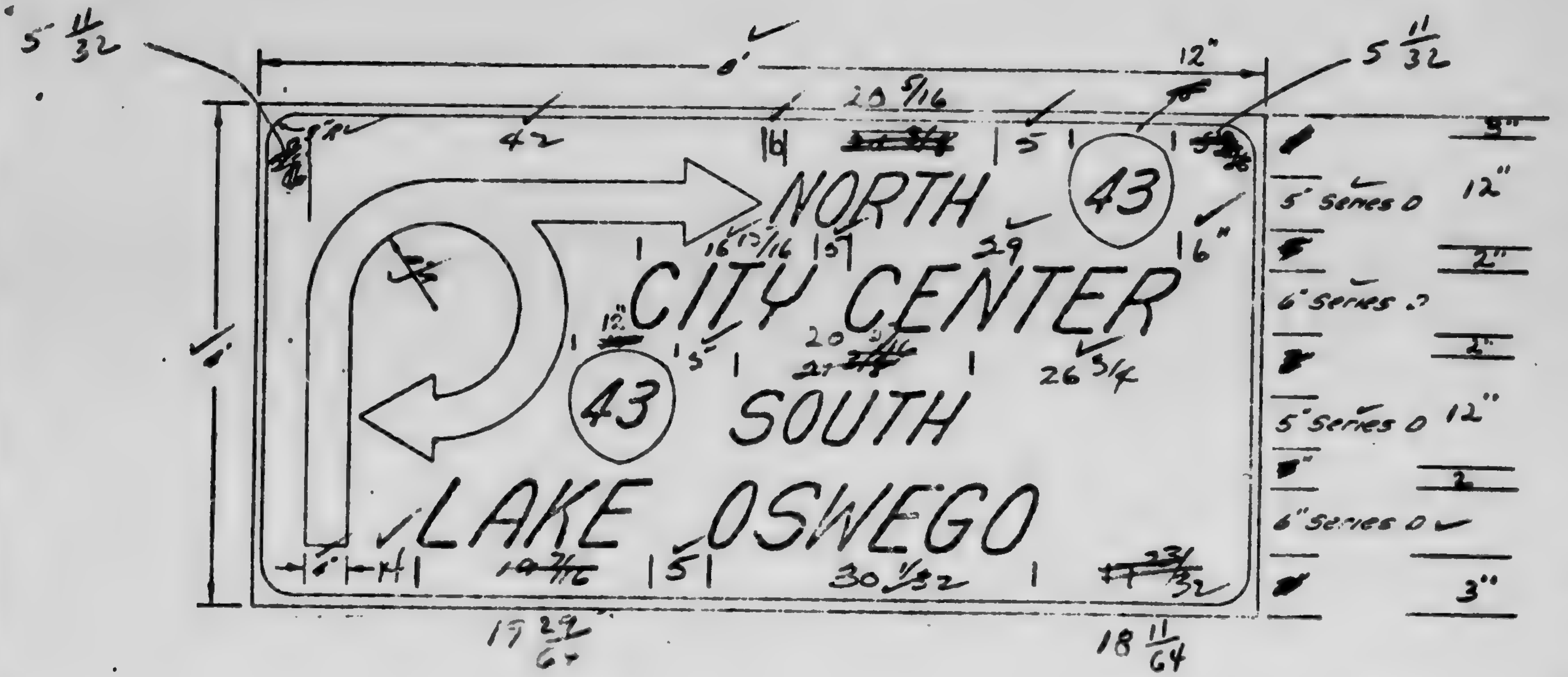
6×9 arrow
12 X 12 shield Type "R"
6"-C numerals in Route shield
Center South on Route shield.

Job name West Interchange - Sellwood Bridge
Ore. contract no. 9119
Sign no. 6
Size 66" x 30"
Type "M"
Legend Sc Out Rad
Spacing Oregon
Border 1"
Cornors 3"

OUT CHANGE
TION
IVISION
Standard
Construction
BY

TRAFFIC SAFETY SUPPLY CO.
2324 SE UMATILLA ST.
PORTLAND, OREGON 97202
(503) 235-8531

Date 9/22/80


NORTH
CITY CENTER
SOUTH
LAKE OSWEGO
43
43
8'
4'
12"
5 11/32
5 11/32
42
16
20 5/16
5
16 13/16
5
29
6"
12"
5
20 5/16
26 3/4
1"
1
19 7/16
5
30 11/32
17 23/32
19 29/64
18 11/64
5" Series D
12"
2"
6" Series D
2"
5" Series D
12"
2
6" Series D
3"

12 X 12 Route shields Type R
6" C Numerals in shields
Center NORTH & South on Route shields.

Job name West Interchange - Sellwood Bridge

Ore. contract no. 9119

Sign no. 7

Size 96" x 48"

Type "U"

Legend Scotch Cut/Cut

Spacing Oregon

Border 1"

Cornors 3"

[illegible] WITHOUT CHANGE
[illegible]
☐ [illegible]
[illegible] REVISION
[illegible] Standard
[illegible] Construction
BY cat

STATE OF OREGON
1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

In Reply Refer to
File No.:

August 12, 1980

Don Clark
County Executive
Multnomah County Courthouse
Portland, OR

Dear Don:

Letter of Understanding
Contract No. 9119
Amendment to Miscellaneous Contract No. 5941

It is necessary to amend the contract between the State and County (Miscellaneous C&A 5941) in order to permit construction work to continue.

If it is acceptable to you, the agreement dated October 26, 1976, between the County and the State should be amended for the duration of the existing labor dispute as follows:

(a) Amend THINGS TO BE DONE BY COUNTY, page 2, by deleting paragraph 8.

(b) Amend THINGS TO BE DONE BY STATE, page 2, by adding the following:

> "7. County shall assign one engineer to act as consultant to State in the administration of Contract 9119. W. Int.-Sellwood Br.
>
> "8. State shall perform the construction engineering for the project and shall document the fact that all materials used meet controlling specifications."

Form [illegible]

Don Clark
August 12, 1980
Page 2

If the above amendments to the contract are satisfactory, please execute the original and one copy of this letter agreement and return to me.

APPROVED AS TO FORM:

Assistant Attorney General
and Counsel

STATE OF OREGON, by and through its Department of Transportation, Highway Division

State Highway Engineer

Date: ____________________

APPROVED AS TO FORM:

County Counsel for Multnomah
County

MULTNOMAH COUNTY, by and through its Board of County Commissioners

County Executive

bc: C. T. Keasey
D. H. Moehring
E. L. Hardt
J. L. Sollis

PROJECT MANAGEMENT BRANCH
[✓ ASHE] STE ☐
PLE ☐ RE ☐ [✓ PRE ☐]
AUG 1 3 1980
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

7119

[illegible]

STATE COPY

cc: State (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INITIAL REPORT

REGION NO. 10	REPORT NO. 1	COUNTY Multnomah	DIVISION Oregon
DATE OF INSPECTION 5-29-80	INSPECTION MADE BY C. T. Christianson, Area Engineer		PROJECT NO. IX-9704(4)

IN COMPANY WITH
Marion Craft, OSHD Reg. Constr. Engr.,; Karen Sides & Tom Sorel, FHWA

LOCATION
West End of Sellwood Bridge @ Macadam Avenue, Portland

CONTRACTOR NAME AND ADDRESS
Schrader Construction, Portland, Oregon

AWARD DATE 4-16-80	CONTRACT AMOUNT $810,617	TIME ALLOWED SCD 5-31-81	TIME STARTED 4-16-80	WORK STARTED 4-30-80
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 13%	WORK COMPLETED 5%	

REMARKS

W. INTERCHANGE
SELLWOOD BRIDGE

The purpose of this project is to revise the interchange with Macadam Avenue to improve traffic operations, capacity and safety.

Temporary traffic control measures were in effect. The City Water Bureau was in the process of adjusting their facilities. Clearing has been virtually completed and excavation for the retaining wall was underway.

Traffic control is considered adequate. No delays to traffic were noted at this time.

RECEIVED
STATE HWY ENGR
JUL - 8 '80
REFER TO
FOR

Info	Inves	R/D	D.R	Sign	Act	File

[illegible] 1980

STATE

Form FHWA-1446 (12-73) Formerly PR-33 A   Previous Editions of PR-33A will Not Be Used.

9/ 9

U. S. DEPARTMENT OF TRANSPORTA - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

5 6 8

ERAL AID PROJECT NO.: X-9704(4)

STATE PROJECT NO.: See below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.:

COUNTY NAME: Multnomah

ITEM NO.: 71417

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 22 '80
REFER TO: [illegible]
FOR
Info | Inves | R/P | C/O | S/S | A-T | File

5/22
gmg

DATE PS&E APPROVED: 8/30/79

DATE AUTHORIZATION EFFECTIVE: 5/1/80

FEDERAL ROUTE NUMBER: FAU 9704

STATE ROUTE NUMBER: County Road

GENERAL LOCATION:

West Approach Sellwood Bridge (Portland)

GENERAL DESCRIPTION OF WORK:

Utility Adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (*Specify*) Utility Adjustment

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 5/7/80 this will confirm the advance approval date of 5/1/80 to proceed with the actual adjustments for the City of Portlands Water Facilities on an actual cost basis estimated to be $4,853 with Federal funds limited to $4,125 subject to availability of funds as determined by obligation ceilings, appropriations and Urban Mass Tranpsortation Administration releases.

Approval and Participation for the eligible portion of the work authorized above is subject to the provision of the Federal-aid Program Manual.

DATE: 5/16/80

SIGNATURE OF APPROVING OFFICIAL: G. K. Hossner

TITLE: for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-959

NOTED
E. S. HUNTER
ROW 18-4

May 7, 1980

Mr. G. L. Green
Division Administrator
Federal Highway Administration
530 Center St. NE, Suite 100
Salem, OR 97301

Water Facility Relocation
Bureau of Water Works
City of Portland
West Interchange-Sellwood Bridge Section
FAU 9704 (Macadam Ave.)
Multnomah County
Project No. IX-9704(4)

Here is a copy of an estimate of cost to adjust the Bureau of Water Works' facilities dated January 9, 1980 and a sketch showing their proposed relocation.

A certification prepared by Gary Kennen as to the Bureau's rights in the land occupied by their facilities is in our files.

Multnomah County is responsible for the relocation of utilities. The conflict was anticipated. The Bureau was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4 as the relocation involves a segment of facilities less than one mile in length of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the Bureau's facilities.

Your approval of the actual cost agreement, as evidenced above and confirmation of your advanced authorization to proceed with the work as of May 1, 1980 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $4,853.

Yours truly,

D E Swan

D. E. Swan
Operations Programming Engineer

JMC/vlw
Enc.
cc: E. S. Hunter ✓
Jack M. Cartwright
K. H. Wheatley, Mult. Co.
Gary Kennen

1119

March 28, 1980

CON 4

Multnomah County
2115 S.E. Morrison
Portland, Oregon 97204

Attn: Oliver Domreis
County Engineer

Gentlemen:

On March 27, 1980 a satisfactory bid was received from Schrader Const. Co., Inc., 7912 S.E. Powell, Portland, Oregon 97206 for construction on the West Interchange-Sellwood Bridge Section, FAU 9704. The advance deposit based on the anticipated construction cost of their bid is as follows:

Bid Items	$810,617.00
Permanent Pavement Striping	$ 800.00
Roadside Seeding & Mulching	200.00
On the Job Trainees	600.00
Signal Controller Testing (Engineering)	1,000.00
4 1/2% Contingencies	36,807.37
ESTIMATED TOTAL COST	$850,104.37

County's Advance Deposit:
6% of $850,104.37 = $51,006.26 or say $51,000.00.

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than April 18, 1980.

The attached sheet defines the three options for making your advance deposit. Please select the option you desire and submit your advance deposit in accordance with the instructions.

Very truly yours,

D. E. Swan
Operation Programming Engineer

FFH:pf

bcc w/AD # 753: Jon Rose, Region II Federal Aid Engineer
Vern Skoog - Please return completed AD # 753
when check is received.

DES 23-1

March 28, 1980

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

Dear Mr. Green:

S.E. Bancroft St.-Sellwood
Bridge (Portland) Section
Oregon Highway (S.W. Macadam)
Multnomah County
Your File HFO.6-OR

Your March 11 memo requested that we look into the feasibility of providing a pedestrian walk between Stations 101 and 116 on the subject project.

We find that it is possible to construct a narrow four-foot wide concrete walk in the requested area at a cost of about $35,000. This amount is fundable under this project, and the City of Portland has agreed to the addition of the walk. The plans will reflect this change.

This leaves a gap without a walk between the south end of this project and the north end of Multnomah County's West Sellwood project. Multnomah County has assured us they will extend their walk to connect with ours during their construction.

This plan was discussed with Mr. Hossner and he concurred in the design.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer
Technical Services Branch

bc H. S. Coulter
J. H. Versteeg
L. E. George (enc.)
R. N. Bothman
Ed Hardt
O. Sacre
K. Limbocker
Roy Bennett
Jon Rose

DNS:cj ja

Con 10

Form IG-1320.10 (4/79)

DEPARTMENT OF TRANSPORTATION
OFFICE OF INSPECTOR GENERAL

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oreg. Project IX-9704(4) - Sellwood Br. Sec.
Oreg. Project IX-9565(6) - Bancroft-Sellwood
SW Macadam Avenue

Date: March 11, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO.6-OR

To: Mr. H. S. Coulter, State Highway Engineer

A review of plans for these projects leaves some question as to future plans for pedestrians near the Sellwood Bridge. The pedestrian walkway has been eliminated between Stations 101 and 116 (WN 2+40). As I understand, the pedestrian facilities ramping down from the Sellwood Bridge were somewhat geared toward a future connection to the Greenway Development; however, due to current economic conditions, that could take years to materialize.

Preliminary investigation reveals an extremely high cost for sidewalk connection because of right of way and topographic constraints. Less costly solutions apparently result in undesirable liability concerns. Acknowledging these concerns, I also see increased pedestrian activity as energy costs increase.

The interconnection of pedestrian facilities on this route deserves serious and innovative consideration. If you still find that a walkway cannot be provided please furnish documentation for our records that the City of Portland and Multnomah County are supportive of that position. As a minimum, please assure connection of a walkway from Sellwood Bridge northerly to the approach radius at Sta. 113+75.

G. K. Hossner
for G. L. Green

RECEIVED
STATE HWY ENG
MAR 12 '80
REFER TO
FOR

Info	Inves	R/D	D/ft	Sign	Act	File
					X	

R

7119

STATE OF OREGON
HIGHWAY DIVISION

INTERC CE MEMO

TO: FILE

DATE: March 20, 1980

HSCoulter

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
March 27, 1980 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened March 27, 1980 on the following projects:

1. Willamette River (Harrisburg) Bridge
   Albany-Junction City Highway
   Lane and Linn Counties
   Painting Steel Bridges

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. CBD Signal System Expansion in Portland
   CBD Portland
   Multnomah County
   Traffic Signals

   Same as No. 1.

3. S.W. Macadam Avenue at S.W. Hamilton Court
   City Streets, Portland
   Multnomah County
   Traffic Signals

   Same as No. 1.

4. Multnomah County Operations and Maintenance Facility
   Phase 2
   Multnomah County
   Building Construction

   Same as No. 1.

5. SPRR X'ing at S.E. Lawnfield Road
   S.E. Lawnfield Road
   Multnomah County
   Grading and Paving

   Upgrading of railroad crossing. Maximum roadway with at tracks 30 feet, tapering to 24 feet at ends of project.

125-1387

5. (continued)

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states, "footpaths and trails are not required to be established ... if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

6. Fremont Junction-Hackett Drive
   The Dalles-California Highway
   Deschutes and Klamath Counties
   Paving

   Shoulder/bicycle lanes will be striped and signed on this project.

7. Grayback Creek
   Oregon Caves Highway
   Josephine County
   Grading, Slide Correction

   Same as No. 1.

8. Fuego Road-Forge Road
   The Dalles-California Highway
   Klamath County
   Paving

   Overlay of existing surface. Four-foot shoulders available for bicycle and pedestrian use.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established ... where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

9. Jackson Creek Road-Hot Springs Road
   I.O.N. Highway
   Malheur County
   Paving

   Four-foot shoulders available for bicycle and pedestrian use.

   Same as No. 8.

10. Willow Creek Bridge
Ione-Gooseberry Road
Morrow County
Structure

Ten-foot travel lanes with four-foot shoulders available for bicycle and pedestrian use.

Same as No. 8.

11. Court Way W.-Jackson St. W. (Monmouth)
Monmouth Avenue, North
Polk County

Six-foot shoulder bikeways provided for bicycle use and sidewalk with curb ramps provided for pedestrians.

12. Wenaha River (Troy) Bridge
FAS Route B630
Wallowa County
Structure

Twenty-eight-foot roadway on structure and approaches. Aggregate surfacing on approaches.

Same as No. 8.

13. Rock Creek Bridges
Keasey Road
Columbia County
Structures

Twenty-seven-foot, six-inch roadway on structures. Twenty-four-foot roadway with three-foot aggregate shoulders on approaches.

Same as No. 8.

14. Bully Creek Road-Ritter Junction
Pendleton-John Day Highway
Grant County
Paving

Twenty-two-foot roadway with three-foot shoulders.

Same as No. 8.

15. Ritter Junction-Long Creek
Pendleton-John Day Highway
Grant County
Paving

Twenty-two-foot roadway with three-foot shoulders.

Same as No. 8.

16. Valley of The Rogue State Park
Jackson County
Sewer Construction

Same as No. 1.

17. West Interchange, Sellwood Bridge
Macadam Avenue, Portland
Multnomah County
Structures

Bridge ramp improvement. A pedestrian-bicycle ramp overcrossing, pedestrian stairway and curb ramps will be constructed on this project.

RPS:ja

cc F. B. Klaboe
E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8231
Date: March 10, 1980

File No: 326-1935

TO: J.H. VERSTEEG
Design Engineer

FROM: MAX J. KLOTZ
Metro Technical Services Engineer

SUBJECT: Lane Restrictions
West Sellwood Bridge Ramp Project
Multnomah County
Prefix 326-1935

A review of the contract plans for the subject project shows a proposed lane closure during construction on the north end of the project. There were no restrictions in the standard specifications for the closure on the north end which carries heavy traffic volumes during the peak period.

It is requested that the specifications be revised to reflect restriction on lane closure during the morning and evening peak periods of travel. Two lanes of travel inbound must be provided during the hours of 6:00 a.m. and 9:00 a.m. During this period only one lane need be provided for southbound traffic.

During the evening peak period (4:00 p.m. to 6:00 p.m.) two lanes of traffic are required for each direction of travel. These hours of restriction are required for normal weekday periods.

This has been discussed with Multnomah County and they concur with the restrictions. Please write a revised lane restriction for the specifications to distribute to the contractor.

THS:js

cc: T. Schwab
C. Pietrok

3-11-80
Traffic concurs with this.

1 ✓
2

REFERRED TO
____ Beard ✓ Stoudenmeyer
____ Cole ____ Sample
____ Eriksen ____ Watson
____ Hager ____ Dorn ____ Lee
Return [✓ Discuss] Do File Copy Due____
BY FINAL DESIGN ENGINEER

Section W. Intchge, Sellwood Bridge Programming Estimate $

Highway FAU 9704 (Macadam Ave) Project Length 0.22 mi.

County Multnomah Completion Time NLT May 31, 1981

Kind of Work Grade, Paving, Structures, Signs, Signals Est. Comp. Date May 31, 1981

Prefix 326-1935 Letting Date March 27, '80 Project No. IX-9704(4)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 789,961.00
Anticipated Additional Items:		
Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping	800	
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished ____		
Roadside Seeding & Mulching		
Asphalt Cement Adjustment	200	$ 2,880.00
On the Job Trainees		
State Responsibility for Damages	800	
Signal Controller Testing (Engineering)		
Bikeway Signs	1,080	
Furnish Mailbox Posts		
Adjust Utilities:		
Subtotal		$ 792,841.00
Contingencies (4-1/2%)		35,677.85
Engineering (8, [✓ 9,] 10%)		71,355.69
~~Subtotal~~		$
Credit for ____		
Estimated Net Authorization, Construction		$ 899,874.54

APPROVED

[illegible] 3580

OK

Road Design Engineer

OREGON STATE HIGHWAY DIVISION

~~S[illegible]RY--BID SCHEDULE~~--COST ESTIMA

Sheet 1 of 4

Date Jan. 21, '80

ection W. Intchg ~~Approach~~, Sellwood Bridge

County Multnomah

ind Of Work Gr. [illegible] Struct., Lights, Signs, Sigs.

Length 0.22 mi.

Name Bricher

Item	Code	Unit	Quant.	Unit Cost	Total
Mobilization (9%)		All	All		65,000 ~~66,000~~
Temporary Protection and Direction of Traffic		All	All	-	8,100
Temporary Signs		Sq. Ft.	262	6	1,572
Temporary Plastic Safety Markers		Each	52	80	4,160
Temporary Guard Rail, Type 1, Lighted		Lin. Ft.	785	6	4,710
Flagmen		Hour	500	21	10,500
ROADWORK					
Clearing and Grubbing		All	All	-	3,500
Removal of Pavement		Sq. Yd.	2,500	2.50	6,250
Embankment Foundation Excavation		Cu. Yd.	1,020	15	15,300
General Excavation		Cu. Yd.	715 ~~775~~	8	5,720 ~~6,200~~
Trench Excavation		Cu. Yd.	600	15	9,000
Furnishing and Placing Topsoil		Cu. Yd.	150	15	2,250
Bituminous Base		Ton	1,100	31 ~~27~~	34,100 ~~29,700~~
1"-0 Aggregate Base		Ton	450	12	5,400
Class "B" Asphalt Concrete		Ton	570	35 ~~30~~	19,950 ~~17,100~~
Class "C" Asphalt Concrete		Ton	85	40 ~~35~~	3,400 ~~2,975~~

OREGON STATE HIGHWAY DIVISION
~~SUMMARY — BID SCHEDULE~~ — COST ESTIMAT

Sheet 2 of 4
Date Jan. 21, '80

ection W. Intchge ~~Approach~~, Sellwood Br.
County Multnomah

ind Of Work Gr, Pav, Struct., Lights, Signs, Sigs. Length 0.22 mi. Name Bricher

Item	Code	Unit	Quant.	Unit Cost	Total
			359		3,410 50
6-inch Sewer Pipe		Lin. Ft.	~~[illegible]~~ ~~272~~	9 50	~~[illegible]~~ ~~2,584~~
8-inch Sewer Pipe		Lin. Ft.	309 ~~264~~	11 –	3,399 – ~~2,904~~
12-inch Sewer Pipe		Lin. Ft.	233 ~~203~~	15 –	3,495 ~~3,045~~
15-inch Sewer Pipe		Lin. Ft.	50	20 –	1,000 –
6-inch Galvanized Steel Pipe		Lin. Ft.	59	20 –	1,180 –
Extra for Pipe Under Pavement		Lin. Ft.	80	15 –	1,200 –
Concrete Manholes		Each	4	2,700 –	10,800
Concrete Inlets, Type P45		Each	2	650 –	1,300 –
Concrete Inlets, Type G2-MA		Each	2	700 –	1,400 –
Concrete Inlets, Type P		Each	8	550 –	4,400 –
6-inch Drain Pipe		Lin. Ft.	1,260 ~~1,110~~	7 –	8,820 ~~7,770~~ –
Special Filter Material in Drains		Cu. Yd.	120	20 –	2,400
Guard Rail, Type 2A		Lin. Ft.	493	15 –	7,395 –
Guard Rail, Type 3		Lin. Ft.	150	30 –	4,500 –
Guard Rail Anchors, Type 1		Each	3	350 –	1,050 –
Guard Rail Anchors, Type 2		Each	1	400 –	400 –
Rail End Pieces, Type C		Each	4	160 –	640
Concrete Curbs		Lin. Ft.	1,710	5 –	8,550 –
~~Concrete Islands~~		~~Cu. Yd.~~	~~5~~	~~230~~	~~1,150~~
Cement Rubble Masonry Walls		Sq. Ft.	600	10 –	6,000 –

OREGON STATE HIGHWAY DIVISION
~~SUMMARY--BID SCHEDULE~~--COST ESTIMAT

Sheet 3 of 4
Date Jan. 21, '80

ection W. Approach, Sellwood Br. County Multnomah
ind Of Work Gr, Pav, Struct., Lights, Signs, Sign. Length 0.22 mi. Name Ericher

Item	Code	Unit	Quant.	Unit Cost	Total
STRUCTURE					
Structure Excavation		Cu. Yd.	320	15-	4,800-
Special Wall Backfill		Ton ~~Cu. Yd.~~	2600 ~~3,100~~	10- ~~15-~~	26,000 ~~46,500~~
Furnish Pile Driving Equipment		All	All	-	12,000-
Furnish HP 10x57 Steel Piling		Lin. Ft.	1,380 ~~1,455~~	14-	19,320 ~~20,370~~
Drive Steel Piles		Lin. Ft.	1,113 ~~908~~	3^{50}	3,895^{50} ~~3,178~~
Pile Shoes (505 @ 270)		Each	24	150-	3,600-
Structural Concrete, Class 3300		All	All	-	136,350
Expansion Joint Seal		Lin. Ft.	45	120-	5,400-
Concrete in Walls, Etc.		Cu. Yd.	615 ~~645~~	225-	138,375 ~~145,125~~
Reinforcement (~~74,000~~ 65,000 lbs @ 0^{50})		All	All	-	32,500 ~~37,000~~
Reinforcement in Walls, Etc.		Lb.	51,000	0^{45}	22,950
Reinforced Concrete Bridge End Panels		Sq. Yd.	160	50-	8,000-
Pedestrian Handrail		Lin. Ft.	220	50-	11,000-
Concrete Slope Paving		Sq. Yd	80	28-	2,240-
Asphalt Membrane		Sq. Yd.	750	15-	11,250
SIGNING					
Wood Sign Posts (0.3 MBM @ $4,250)		All	All	-	1,275-
Type "C" and "D" Signs in Place		Sq. Ft.	32	10-	320-
Type "EEE" Signs in Place		Sq. Ft.	4	12-	48-
Type "H" and "I" Signs in Place		Sq. Ft.	31	12-	372
Type "U" Signs in Place		Sq. Ft.	50	18-	900-

OREGON STATE HIGHWAY DIVISION

Intchgc ~~SUMMARY--BID SCHEDULE~~--COST ESTIMA

Sheet 4 of 4

Date Jan. 21, '80

ection W. ~~Approach~~, Sellwood Br.

County Multnomah

ind Of Work Gr, Pav, Struct., Lights, Signs, Sigs

Length 0.22 mi.

Name Bricher

o	Item	Code	Unit	Quant.	Unit Cost	Total
	Mono-Directional ~~Crystal~~ Type I Markers		Each	42	5-	210-
	White Type II Markers		Each	35	2-	70-
	TRAFFIC SIGNALS					
	Traffic Signal Installation, Complete		All	All	-	65,000
	LANDSCAPING					
	Furnishing and Planting Shrubs		Each	1,145	5-	5,725
	Furnishing and Planting Vines		Each	3,350	0^{60}	2,010-
	Bark Mulch		Unit	39	80-	3,120-
	Soil Conditioner		Cu. Yd.	331	9-	2,979

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

9119 **LETTER OF APPROVAL AND/OR AUTHORIZATION**

FEDERAL AID PROJECT NO. 9704(4)

STATE PROJECT NO. see below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO. 71417

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 17 '80
REFER TO

3/18

DATE PS&E APPROVED 8/30/79	DATE AUTHORIZATION EFFECTIVE 3/5/80	FEDERAL ROUTE NUMBER FAU 9704 STATE ROUTE NUMBER County Road

GENERAL LOCATION:

West Approach Sellwood Bridge (Portland)

GENERAL DESCRIPTION OF WORK:

Grade, drain, pave, structures & signals

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (*Specify*) Permanent Pavement Striping
S.F. $800
On the job training $800

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 3/4/80 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $920,000 Federal Funds $782,000.

A signed copy of the Title Sheet is returned herewith.

(No additional obligation of funds required)

DATE 3/5/80	SIGNATURE OF APPROVING OFFICIAL G. K. Hossner	TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1978-631-855

970-1
3-1-80

326	1934	[illegible]	00 P 1			331.28
326	1934	907	00 P 1			40.60
326	1934	920	00 P 1			20.12
326	1934	921	00 P 1			775.87
		TOT	P1			1,191.87
		** JOB TOTALS **		**	**	1,191.87 **

W INTCHGE-SELLWOOD BR CONT NO FA PROJ NOS M 704002 100 STATE

CONT NO		FA PROJ NOS				
326	1935	294	00 N 1		3,139.92CR	3,139.92CR
326	1935	296	00 N 9	1,683.15CR	31,607.29CR	59,057.29CR
326	1935	298	00 N 9	1,683.15	31,607.29	59,057.29
326	1935	901	00 P 1	195.70	957.24	3,334.89

TOTAL TO DATE JOB COST SUMMARY

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
	326	1935	903	00 P 1	8.40	17,444.51	45,2[illegible]0.44
	326	1935	905	00 P 1	393.12	1,106.70	1,4[illegible]2.72
	326	1935	906	00 P 1		1,851.89	3,4[illegible]6.35
	326	1935	910	00 P 1	67.42	512.02	5,4[illegible]1.46
	326	1935	911	00 P 1		655.36	1,4[illegible]9.24
	326	1935	912	00 P 1		112.66	114.46
	326	1935	914	00 P 1	83.28	83.28	150.48
	326	1935	920	00 P 1	289.22	303.29	3[illegible]2.92
	326	1935	921	00 P 1	1,102.98	2,610.96	2,747.92
	326	1935	922	00 P 1	9.44	14.79	14.79
	326	1935	923	00 P 1	35.96	409.48	833.06
	326	1935	926	00 P 1		67.27	6,437.65
	326	1935	926	00 N 1			4.50
	326	1935	980	00 P 1		30.48	30.48
			TOT	P1	2,185.52	26,159.93	71,016.86
			TOT	N1		3,139.92CR	3,135.42CR
			** JOB TOTALS **		2,185.52 **	23,020.01 **	67,881.44 **
BNRR XING @ NW 26TH, PORTLAND	CONT NO		FA PROJ NOS RR0000S009 100				STATE
	326	1936	901	00 P 1			377.21
	326	1936	905	00 P 1			110.83
	326	1936	912	00 P 1		1.20	1.20
			TOT	P1		1.20	489.24
			** JOB TOTALS **		**	1.20 **	489.24 **
NE 45TH PL-NE 46TH, PTLD	CONT NO		FA PROJ NOS SOS 601001 100				STATE
	326	1937	296	00 N 9		.41	242.75CR
	326	1937	298	00 N 9		.41CR	242.75
	326	1937	901	00 P 1			50.76
	326	1937	920	00 P 1			12.14
	326	1937	923	00 P 1			220.02
			TOT	P1			282.92
			** JOB TOTALS **		**	**	282.92 **

94
& 4072
670

Mult

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 1/30/80

Donald L. Prout

12-20-79
~~July 26, 1979~~ Bid Letting ______________ All Clear Deadline

SECTION Sellwood Bridge-West Interchange
Highway Tacoma St., FAUS 9704
County Multnomah Region 1
Type of Work G-P-Sigs Funds FAI-X
State __ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	☒	☐	☐	☐	☐	
Negative Declaration	☒	☐	☐	☐	☐	
Project Assessment	☐	☒	☐	☐	☒	
Write-off Letter	☒	☐	☐	☐	☐	
PERMITS:						
Division of State Lands	☒	☐	☐	☐	☐	Consultant to get permits
D.O.G.M.I.	☒	☐	☐	☐	☐	
Corps of Engineers	☒	☐	☐	☐	☐	
Coast Guard	☒	☐	☐	☐	☐	
Co. Conditional Use	☒	☐	☐	☐	☐	
NPS Air Pollution	☒	☐	☐	☐	☐	
NPS Water Pollution	☒	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	
CULTURAL:						
Cultural Survey	☐	☒	☐	☐	☒	
Cultural Salvage	☒	☐	☐	☐	☐	
NOISE:						
Noise Study	☐	☒	☐	☐	☒	

Le Roy D
File

THE CITY OF
PORTLAND
OREGON

DEPT. OF FINANCE
AND ADMINISTRATION

MAYOR
Connie McCready
BUREAU OF TRAFFIC
ENGINEERING

D.E. BERGSTROM
CITY TRAFFIC ENGINEER

420 S.W. MAIN ST.
PORTLAND, OR. 97204
503/248-4295

Jan. 28, 1980

L.E. George, Traffic Engineer
Department of Transportation
Highway Division
Transportation Building
Salem, Oregon 97310

Dear Mr. George:

Attached is the signed copy of the preliminary plans for the traffic signal installation on West Interchange-Sellwood Bridge section of Macadam Ave., your file TRA 16-6.

Sincerely

James K. Wilson

J.K. Wilson
Senior Traffic Engineer

JKW:md

encls.

NOTED
W. R. ZI[illegible]ES

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☐

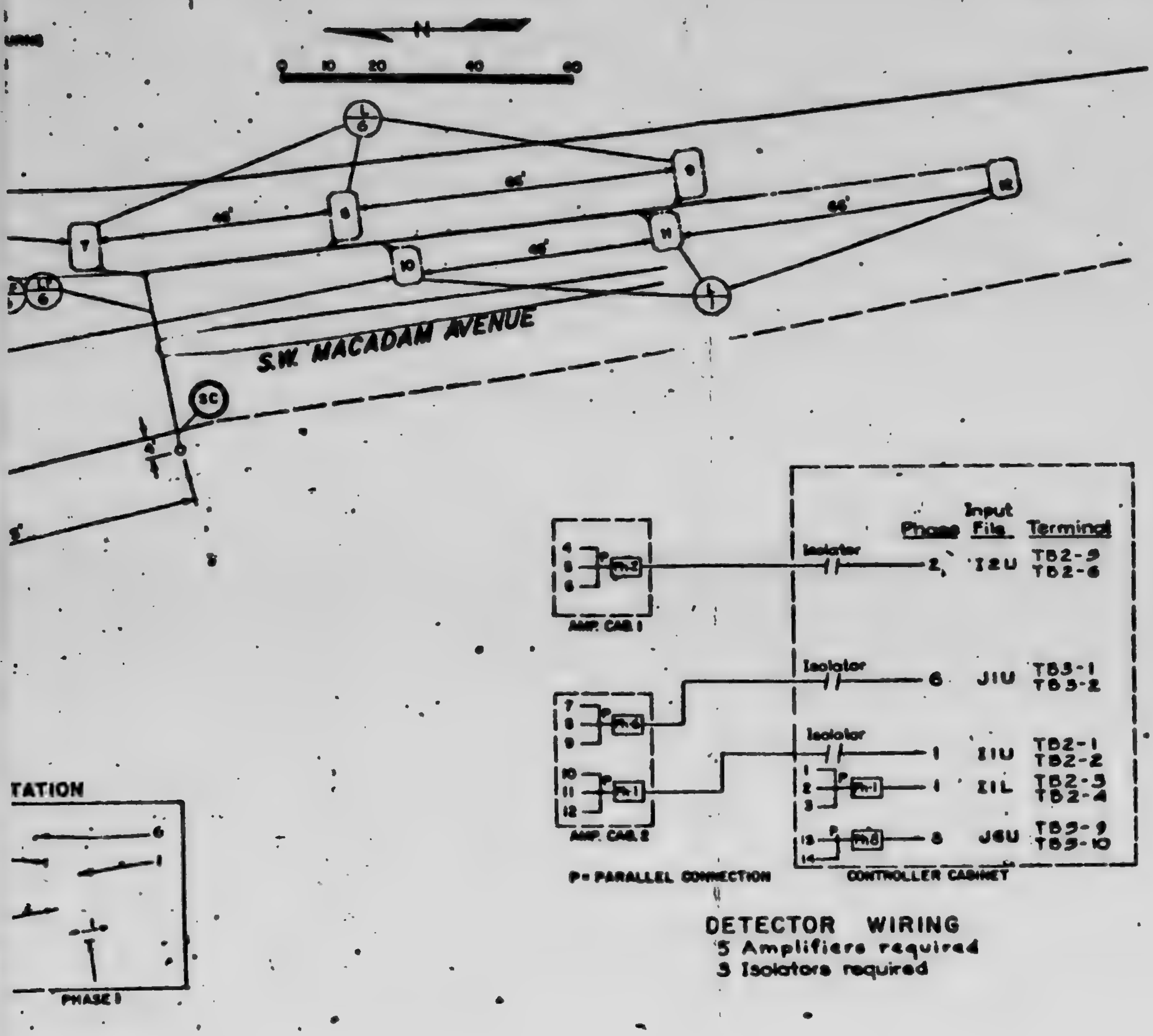
NOTED
L.E. GEORGE

JAN 31

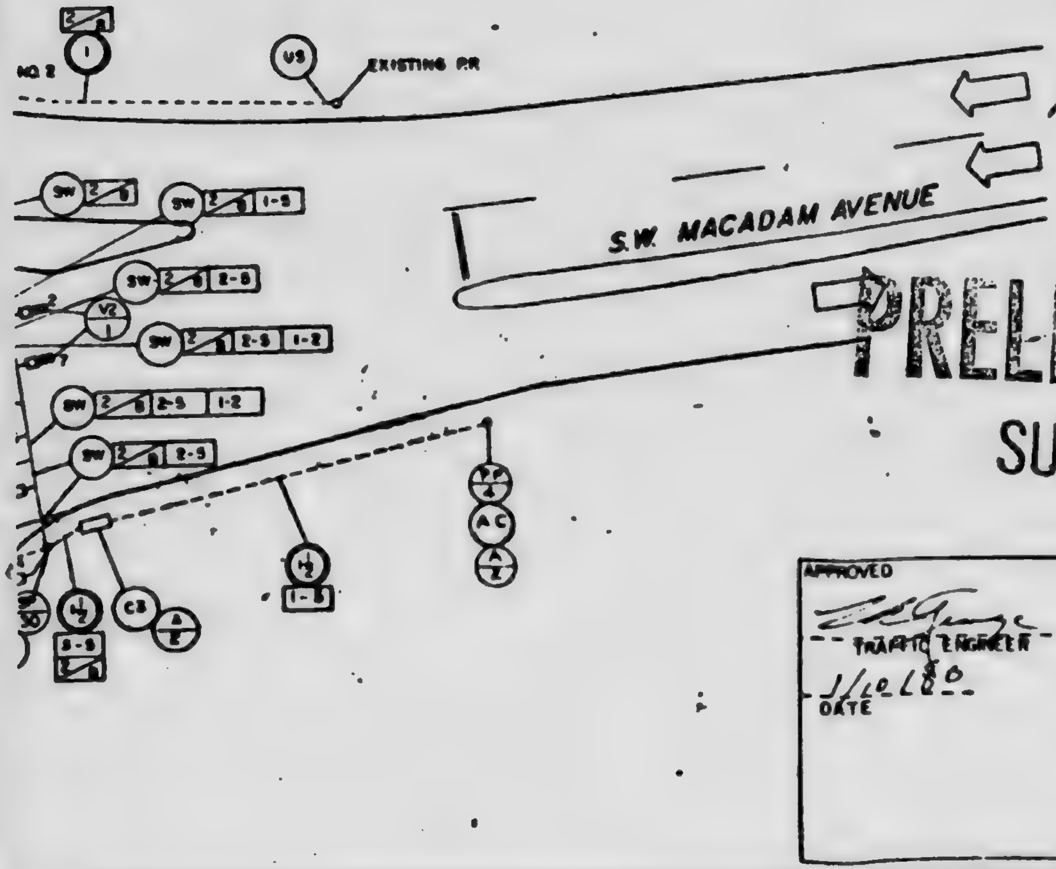
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

NOTED
DWAYNE HOFSTETTER

RECEIVED
JAN 30 1980
TRAFFIC ENGINEERING


N
0 10 20 40 60
S.W. MACADAM AVENUE
SC
7
8
9
10
11
12
TATION
PHASE 1
Input
Phase File Terminal
Isolator
2 I2U TB2-5 TB2-6
Isolator
6 J1U TB3-1 TB3-2
Isolator
1 I1U TB2-1 TB2-2
1 I1L TB2-3 TB2-4
8 J6U TB3-9 TB3-10
AMP. CAB. 1
AMP. CAB. 2
P = PARALLEL CONNECTION
CONTROLLER CABINET

DETECTOR WIRING
5 Amplifiers required
3 Isolators required


NO. 2
US
EXISTING P.R.
S.W. MACADAM AVENUE
SW
V2
AC
C3
1-5
1-2
2-5

James K. Wilson
CITY APPROVAL
1/25/80
DATE

PRELIMINARY COPY
SUBJECT TO CHANGE
JAN 11 1980

APPROVED TRAFFIC ENGINEER 1/10/80 DATE	OREGON STATE HIGHWAY DIVISION TRAFFIC ENGINEERING SECTION TRAFFIC SIGNAL INSTALLATION WEST INTCHG.-SELLWOOD BR. (SEC.) FAU 9704 (MACADAM AVE.) MULTNOMAH COUNTY	
	DATE ______	T.E.D. DRWG NO. 19 of 33

9114 vsh.

Section W. Approach, llwood Bridge Programm Estimate $ 912,000
Highway FAU 9704 (Macadam Ave.) Project Length 0.[illegible] mi.
County Multnomah Completion Time May 31, 1981
Kind of Work Gr, Pav, Struct, Signs, Signals Est. Comp. Date May 31, 1981
Prefix 326 - 1935 Letting Date Feb. 28, '80 Project No. IX-9704(4)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 800,477.00
Anticipated Additional Items:		
Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
✓ Permanent Pavement Striping	800	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished		
✓ Roadside Seeding & Mulching	200	$ 2,880.00
Asphalt Cement Adjustment		
✓ On the Job Trainees	800	
State Responsibility for Damages		
✓ Signal Controller Testing (Engineering)	1080	
Bikeway Signs		
Furnish Mailbox Posts		
Adjust Utilities:		
Subtotal		$ 803,357.00
Contingencies (4-1/2%)		36,151.07
Engineering (8, 9, 10%)		72,302.13
Subtotal		$
Credit for		
Estimated Net Authorization, Construction		$ 911,810.20

APPROVED

cc: Max Klotz

Rec'd 1-21-80

Ok

Road Design Engineer

OREGON STATE HIGHWAY DIVISION
~~SUMMARY—BID SCHEDULE~~—COST ESTIMATE

Sheet 1 of 4
Date Jan. 21, '80

ection W. Approach, Sellwood Bridge
County Multnomah
ind Of Work Gr, P.. Struct., Lights, Signs, Sigs.
Length 0.22 mi.
Name Bricher

lo	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization (9%)		All	All		66,000-
	Temporary Protection and Direction of Traffic		All	All	-	8,100-
	Temporary Signs		Sq. Ft.	262	6-	1,572-
	Temporary Plastic Safety Markers		Each	52	80-	4,160-
	Temporary Guard Rail, Type 1, Lighted		Lin. Ft.	785	6-	4,710-
	Flagmen		Hour	500	21-	10,500-
	ROADWORK					
	Clearing and Grubbing		All	All	-	3,500-
	Removal of Pavement		Sq. Yd.	2,500	$2^{\underline{50}}$	6,250
	Embankment Foundation Excavation		Cu. Yd.	1,020	15-	15,300-
	General Excavation		Cu. Yd.	775	8-	6,200-
	Trench Excavation		Cu. Yd.	600	15-	9,000-
	Furnishing and Placing Topsoil		[illegible]. Yd.	150	15-	2,250
	Bituminous Base		Ton	1,100	27-	29,700-
	1"-0 Aggregate Base		Ton	450	12-	5,400-
	Class "B" Asphalt Concrete		Ton	570	30-	17,100-
	Class "C" Asphalt Concrete		Ton	85	35-	2,975-

OREGON STATE HIGHWAY DIVISION

~~SU RY--BID SCHEDULE~~--COST ESTIMAT

Sheet 2 of 4

Date Jan. 21, '80

Section W. Approach, Sellwood Br.

County Multnomah

Kind Of Work Gr, Pav, Struct., Lights, Signs, Sigs.

Length 0.22 mi.

Name Bricher

No	Item	Code	Unit	Quant.	Unit Cost	Total
	6-inch Sewer Pipe		Lin. Ft.	272	9^{50}	2,584-
	8-inch Sewer Pipe		Lin. Ft.	264	11-	2,904-
	12-inch Sewer Pipe		Lin. Ft.	203	15-	3,045-
	15-inch Sewer Pipe		Lin. Ft.	50	20-	1,000-
	6-inch Galvanized Steel Pipe		Lin. Ft.	59	20-	1,180-
	Extra for Pipe Under Pavement		Lin. Ft.	80	15-	1,200-
	Concrete Manholes		Each	4	2,700-	10,800-
	Concrete Inlets, Type P45		Each	2	650-	1,300-
	Concrete Inlets, Type G2-MA		Each	2	700-	1,400-
	Concrete Inlets, Type P		Each	8	550-	4,400
	6-inch Drain Pipe		Lin. Ft.	1,110	7-	7,770-
	Special Filter Material in Drains		Cu. Yd.	120	20-	2,400
	Guard Rail, Type 2A		Lin. Ft.	493	15-	7,395-
	Guard Rail, Type 3		Lin. Ft.	150	30-	4,500-
	Guard Rail Anchors, Type 1		Each	3	350-	1,050-
	Guard Rail Anchors, Type 2		Each	1	400-	400-
	Rail End Pieces, Type C		Each	4	160-	640-
	Concrete Curbs		Lin. Ft.	1,710	5-	8,550-
	Concrete Islands		Cu. Yd.	5	230-	1,150-
	Cement Rubble Masonry Walls		Sq. Ft.	600	10-	6,000-

REGON STATE HIGHWAY DIVISION

~~SU RY--BID SCHEDU~~--COST ESTIMATE

Sheet 3 of 4

Date Jan. 21, '80

ection W. Approach, Sellwood Br.

County Multnomah

ind Of Work Gr, Pav, Struct., Lights, Signs, Sigs. Length 0.22 mi.

Name Bricher

No	Item	Code	Unit	Quant.	Unit Cost	Total
	STRUCTURE					
	Structure Excavation		Cu. Yd.	320	15-	4,800-
	Special Wall Backfill		Cu. Yd.	3,100	15-	46,500-
	Furnish Pile Driving Equipment		All	All	-	12,000-
	Furnish HP 10x57 Steel Piling		Lin. Ft.	1,455	14-	20,370-
	Drive Steel Piles		Lin. Ft.	908	3$^{\underline{50}}$	3,178-
	(505 @ 250) Structural Concrete, Class 3300		All	All	-	126,250-
	Expansion Joint Seal		Lin. Ft.	45	120-	5,400-
	Concrete in Walls, Etc.		Cu. Yd.	645	225-	145,125-
	(74,000 lbs @ 0$^{\underline{50}}$) Reinforcement		All	All	-	37,000-
	Reinforcement in Walls, Etc.		Lb.	51,000	0$^{\underline{45}}$	22,950
	Reinforced Concrete Bridge End Panels		Sq. Yd.	160	50-	8,000-
	Pedestrian Handrail		Lin. Ft.	220	50-	11,000-
	Concrete Slope Paving		Sq. Yd	80	28-	2,240-
	Asphalt Membrane		Sq. Yd.	750	15-	11,250-
	SIGNING					
	Wood Sign Posts (0.3 MBM @ $1,250)		All	All	-	1,275-
	Type "C" and "D" Signs in Place		Sq. Ft.	32	10-	320-
	Type "EEE" Signs in Place		Sq. Ft.	4	12-	48-
	Type "H" and "I" Signs in Place		Sq. Ft.	31	12-	372
	Type "U" Signs in Place		Sq. Ft.	50	18-	900-

OREGON STATE HIGHWAY DIVISION
~~SU ARY BID SCHEDUL~~ COST ESTIMAT

Sheet 4 of 4
Date Jan. 21, '80

Section W. Approach, Sellwood Br.
County Multnomah
Kind Of Work Gr, Pav, Struct., Lights, Signs, Sigs
Length 0.22 mi.
Name Bricher

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mono-Directional Crystal Type I Markers		Each	42	5-	210-
	White Type II Markers		Each	35	2-	70-
	TRAFFIC SIGNALS					
	Traffic Signal Installation, Complete		All	All	-	65,000-
	LANDSCAPING					
	Furnishing and Planting Shrubs		Each	1,145	5-	5,725-
	Furnishing and Planting Vines		Each	3,350	0^{60}	2,010-
	Bark Mulch		Unit	39	80-	3,120-
	Soil Conditioner		Cu. Yd.	331	9-	2,979-

1-18-80

Max Says eliminate all illumination from project EXCEPT: Lighting for the pedestrian Tunnel. $10,000 for illum. should be eliminated from est. PGE will furnish and install illumination at PGE cost and transfer ownership to City after installation. Notified Tom Bricher.

7117

9704

TRA 16-4-1

STATE OF OREGON **INTEROFFICE MEMO**

Highway - Traffic
DEPT.

378-6537
TELEPHONE

TO: R. N. Bothman, Administrator
Metropolitan Branch

ATTN:
D. N. Adams
Project Development Manager

DATE: January 11, 1980

FROM: L. E. George
Traffic Engineer

SUBJECT: Preliminary Plans for Review
Traffic Signal Installation
West Interchange - Sellwood Bridge Section
FAU 9704 (Macadam Avenue)
Multnomah County

Attached for your review and comments are four copies of preliminary plans for the subject project. Copies for County and City approval are being forwarded directly to those agencies from this office.

This project is scheduled for the February 28, 1980 letting.

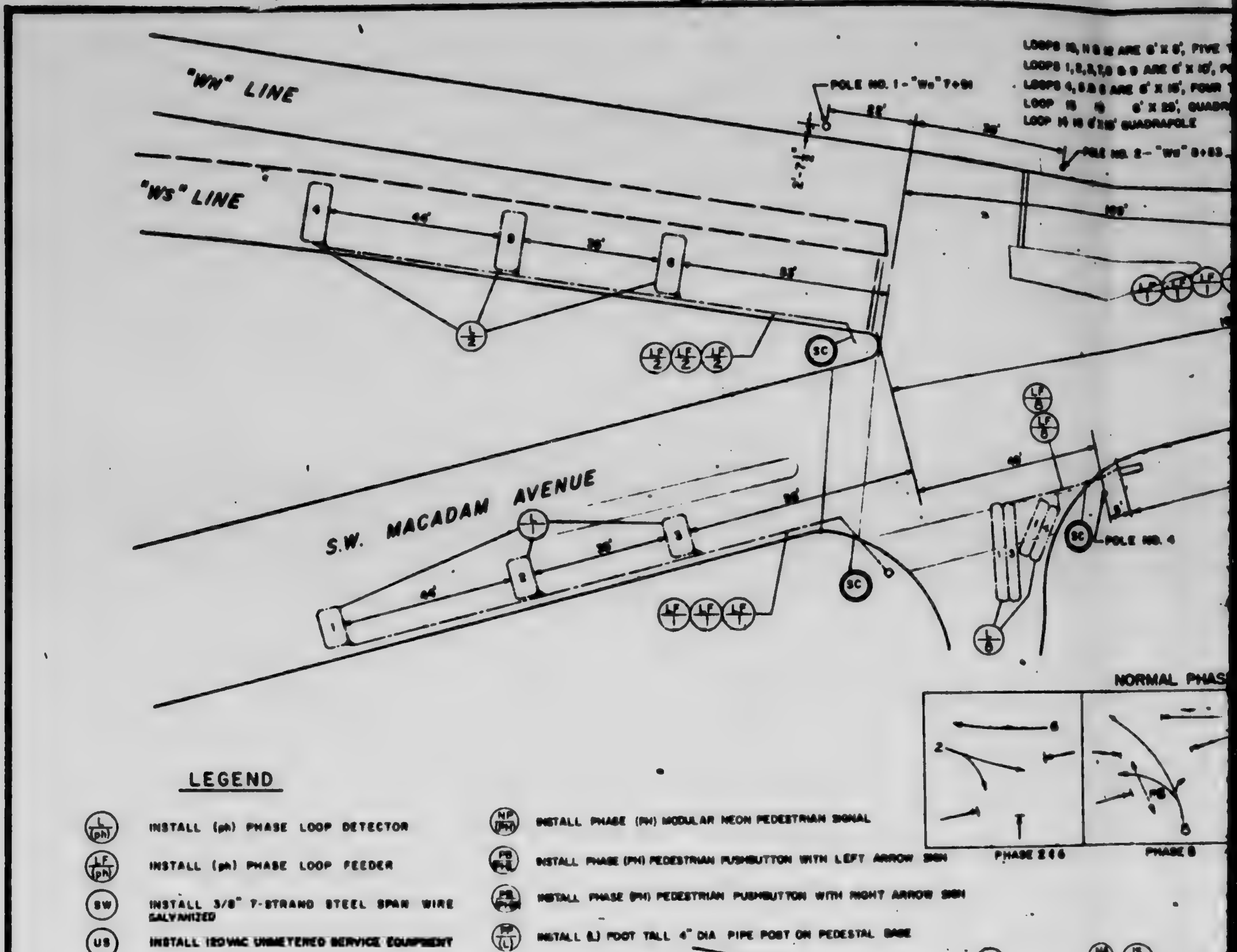
ORIGINAL SIGNED BY L. E. GEORGE
L. E. George
Traffic Engineer

LPU:jrb

Attachment

cc: E. L. Hardt w/attachment ✓
Gary Zenner w/attachment ✓

PROJECT MANAGEMENT BRANCH
SHE ☐ STE ☐
PLE ☐ RE ☐ [✓ PRE ☐]
JAN 11 1980
REFERRED TO ______ N
FOR ______
FILE: PM FA LG.


"WN" LINE
"WS" LINE
S.W. MACADAM AVENUE
POLE NO. 1 - "Wn" 7+91
POLE NO. 2 - "Ws" 8+83
POLE NO. 4
LOOPS 10, 11 & 12 ARE 6' X 6', FIVE
LOOPS 1, 2, 3, 7, 8 & 9 ARE 6' X 10',
LOOPS 4, 5 & 6 ARE 6' X 15', FOUR
LOOP 13 IS 6' X 25', QUADR
LOOP 14 IS 6' X 25' QUADRAPOLE
22'
39'
108'
44'
36'
32'
SC
NORMAL PHAS
PHASE 2 & 6
PHASE 8

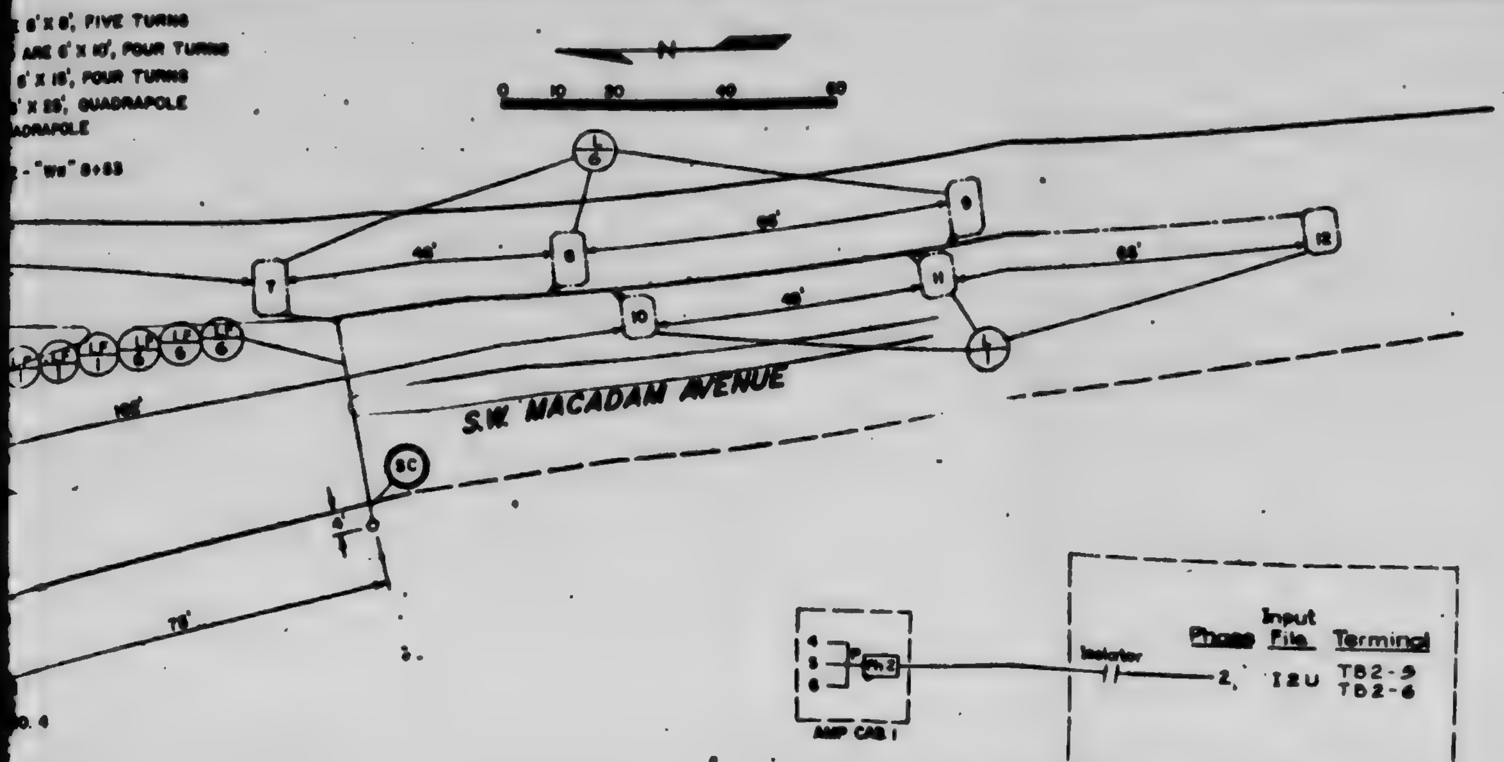
LEGEND

L/(ph)	INSTALL (ph) PHASE LOOP DETECTOR
LF/(ph)	INSTALL (ph) PHASE LOOP FEEDER
SW	INSTALL 3/8" 7-STRAND STEEL SPAN WIRE GALVANIZED
US	INSTALL 120VAC UNMETERED SERVICE EQUIPMENT
C(N)	INSTALL (N) PHASE FULLY ACTUATED CONTROLLER IN 'M' CABINET
AC	INSTALL AMPLIFIER CABINET
A/(N)	INSTALL (N) DETECTOR AMPLIFIERS
PB	INSTALL TYPE "X" PULL BOX
MP	INSTALL MAST ARM POLE RISER
MA/(L)	INSTALL (L) FOOT LONG MAST ARM
SP/(L)	INSTALL (L) FOOT TALL STEEL STRAIN POLE
TC	INSTALL TYPE 1 TERMINAL CABINET
V(I)/(PH)	INSTALL (TYPE) (PHASE) VEHICLE SIGNAL. SEE CODE BELOW
IS/3	INSTALL ILLUMINATED SIGN CABINET "NO TURN ON RED"
(S)	INSTALL (S) DIAMETER ELECTRICAL CONDUIT
SC	INSTALL 1" CONDUIT STUB 6" PAST CURB
N-(X)	INSTALL (N) - (X) CONDUCTOR NO. 14 AWG CONTROL CABLE
[illegible]	INSTALL (N) NO. (G) AWG TYPE TW WIRE
NP/(PH)	INSTALL PHASE (PH) MODULAR NEON PEDESTRIAN SIGNAL
PB/(PH)	INSTALL PHASE (PH) PEDESTRIAN PUSHBUTTON WITH LEFT ARROW SIGN
PB/(PH)	INSTALL PHASE (PH) PEDESTRIAN PUSHBUTTON WITH RIGHT ARROW SIGN
PP/(L)	INSTALL (L) FOOT TALL 4" DIA PIPE POST ON PEDESTAL BASE
IS	INSTALL ILLUMINATED SIGN CABINET WITH SYMBOLIC "NO LEFT TURN"
EX/SL	EXISTING WOOD STREET LIGHT POLE

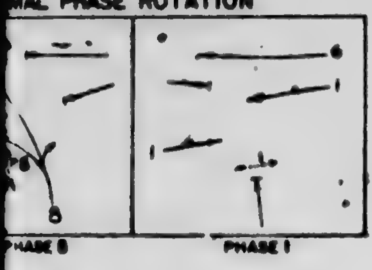
VEHICLE SIGNAL HEAD CODE

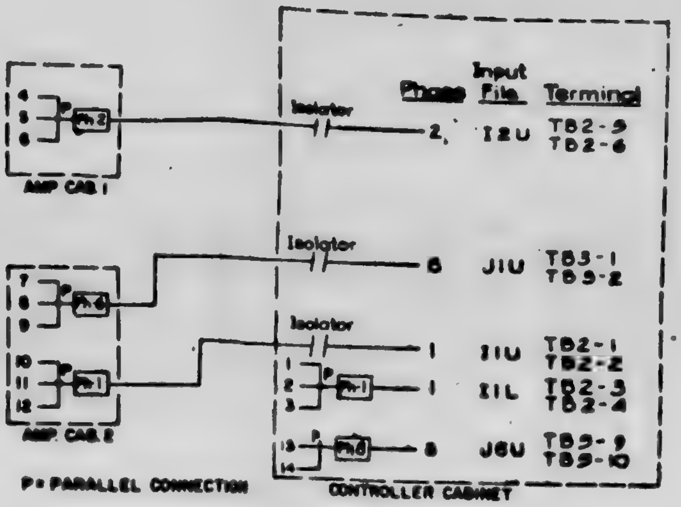
2 = 12" R, 8" Y-G
10 = 12" R-Y-G PVS
11 = 12" R-Y-G PVS

PVS = PROGRAMED VISIBILITY SIGNAL
ph = PHASE SHOWN
N = NUMBER SHOWN
L = LENGTH SHOWN
S = SIZE SHOWN
X = NUMBER OF CONDUCTORS
G = A.W.G. SIZE SHOWN

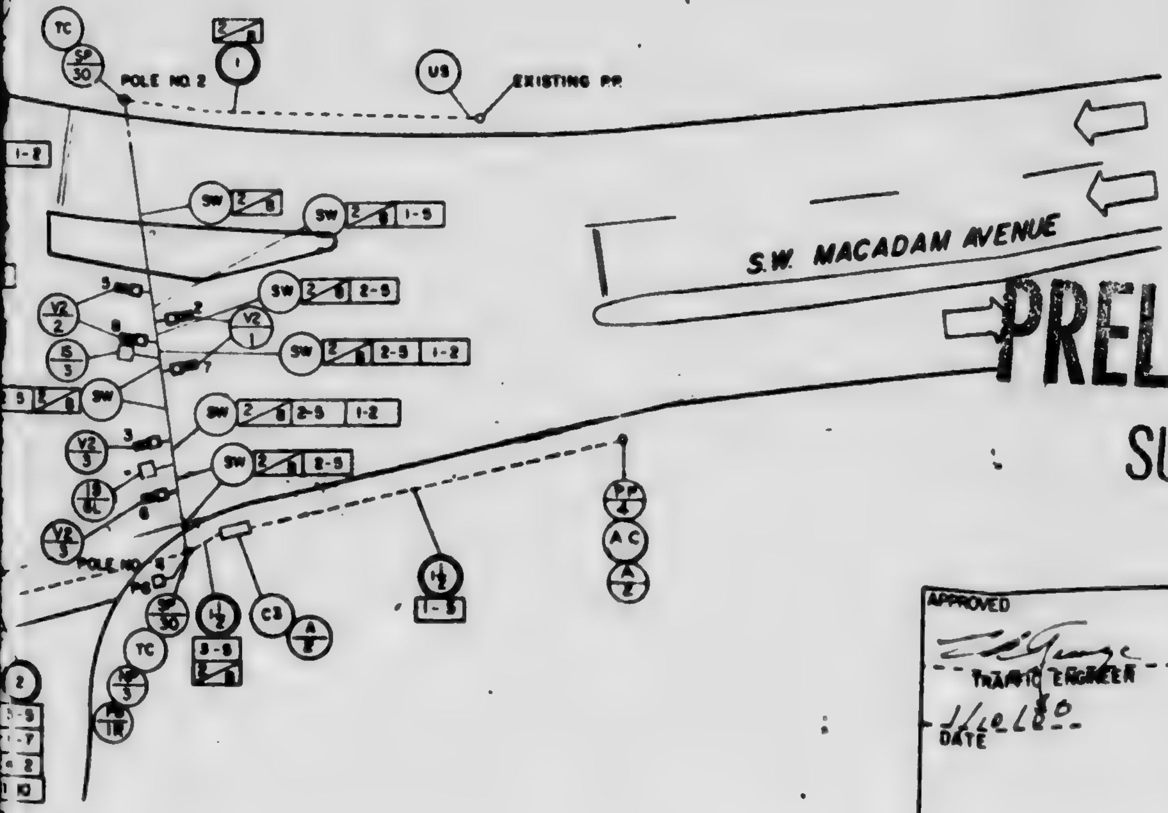

6' X 6', FIVE TURNS
ARE 6' X 10', FOUR TURNS
6' X 16', FOUR TURNS
' X 25', QUADRAPOLE
ADRAPOLE
N
0 10 20 40 60
S.W. MACADAM AVENUE
SC

MAL PHASE ROTATION


PHASE 8
PHASE 1

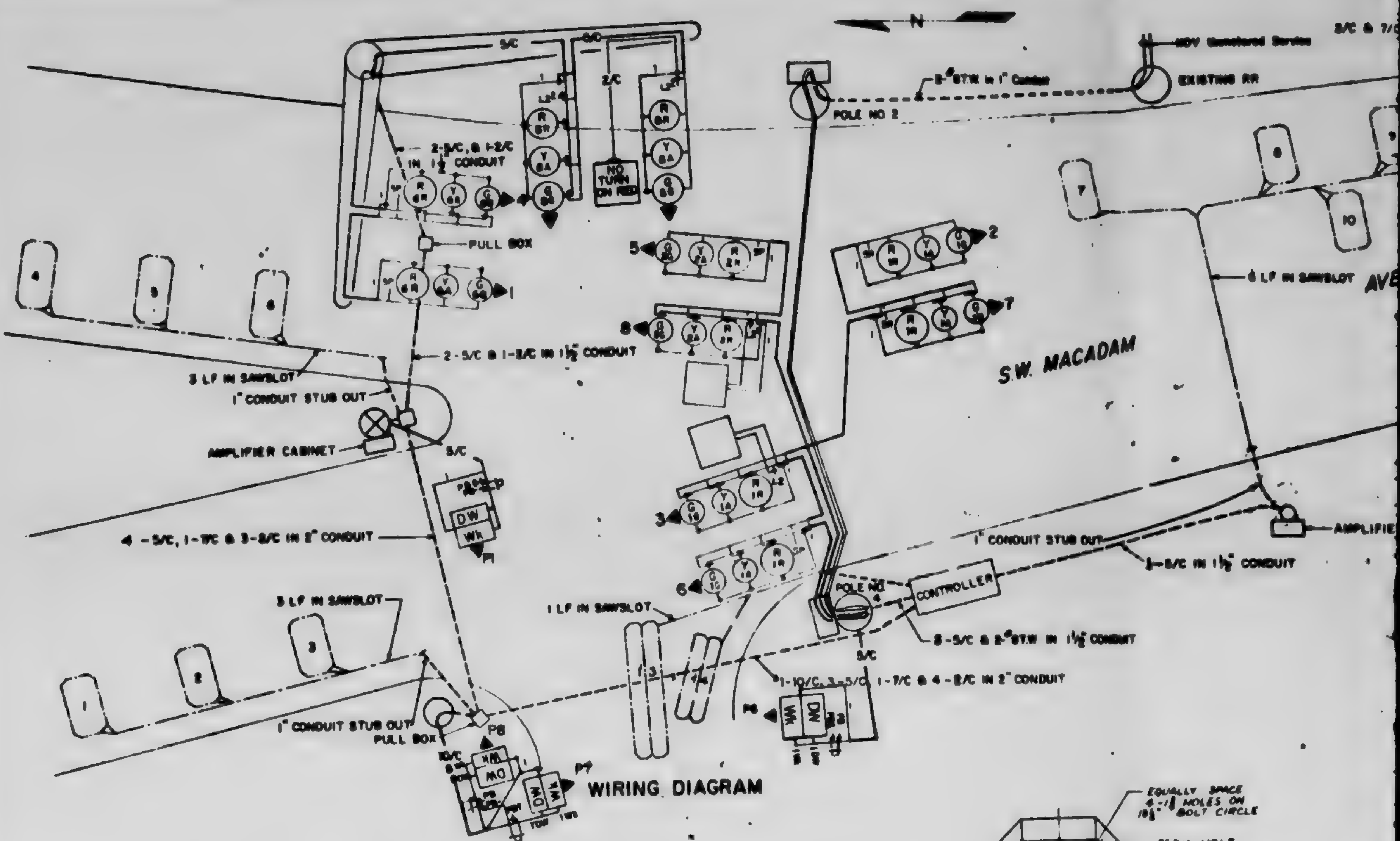

Phase
Input File
Terminal
Isolator
2
I2U
TB2-5
TB2-6
Isolator
6
J1U
TB3-1
TB3-2
Isolator
1
I1U
TB2-1
TB2-2
1
I1L
TB2-3
TB2-4
8
J6U
TB3-9
TB3-10
AMP CAB 1
AMP CAB 2
P = PARALLEL CONNECTION
CONTROLLER CABINET

DETECTOR WIRING
5 Amplifiers required
3 Isolators required

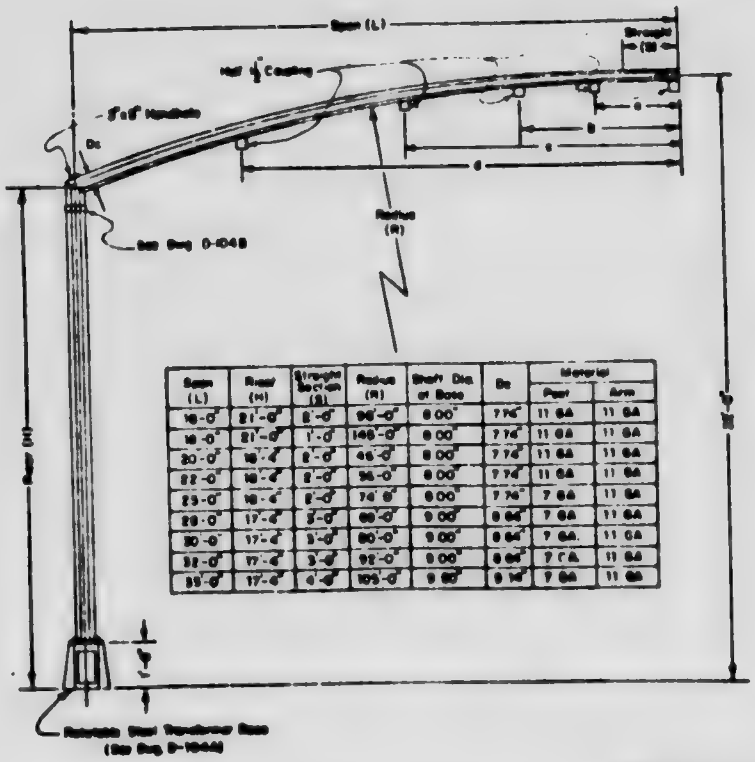

POLE NO. 2
EXISTING PP
S.W. MACADAM AVENUE
POLE NO. 3

PRELIMINARY COPY
SUBJECT TO CHANGE
JAN 1 1 1980

APPROVED TRAFFIC ENGINEER 1/10/80 DATE	OREGON STATE HIGHWAY DIVISION TRAFFIC ENGINEERING SECTION
	TRAFFIC SIGNAL INSTALLATION WEST INTCHG. - SELLWOOD BR. (SEC.) FAU 9704 (MACADAM AVE.) MULTNOMAH COUNTY
DATE ______	T.E.D. DRWG NO. 12 of 33


N
NOV Unmetered Service
2-#8 STW in 1" Conduit
EXISTING RR
POLE NO 2
5/C
2/C
2-5/C, & 1-2/C IN 1½" CONDUIT
NO TURN ON RED
PULL BOX
2-5/C & 1-2/C IN 1½" CONDUIT
3 LF IN SAWSLOT
1" CONDUIT STUB OUT
AMPLIFIER CABINET
4-5/C, 1-7/C & 3-2/C IN 2" CONDUIT
DW
Wk
P1
S.W. MACADAM
AVE
6 LF IN SAWSLOT
1" CONDUIT STUB OUT
5/C IN 1½" CONDUIT
AMPLIFIER
CONTROLLER
POLE NO. 4
3-5/C & 2-#8 STW IN 1½" CONDUIT
5/C
1 LF IN SAWSLOT
1-10/C, 3-5/C, 1-7/C & 4-2/C IN 2" CONDUIT
P6
3 LF IN SAWSLOT
1" CONDUIT STUB OUT
PULL BOX
P8
P7
1
2
3
4
5
6
7
8
9
10

WIRING DIAGRAM

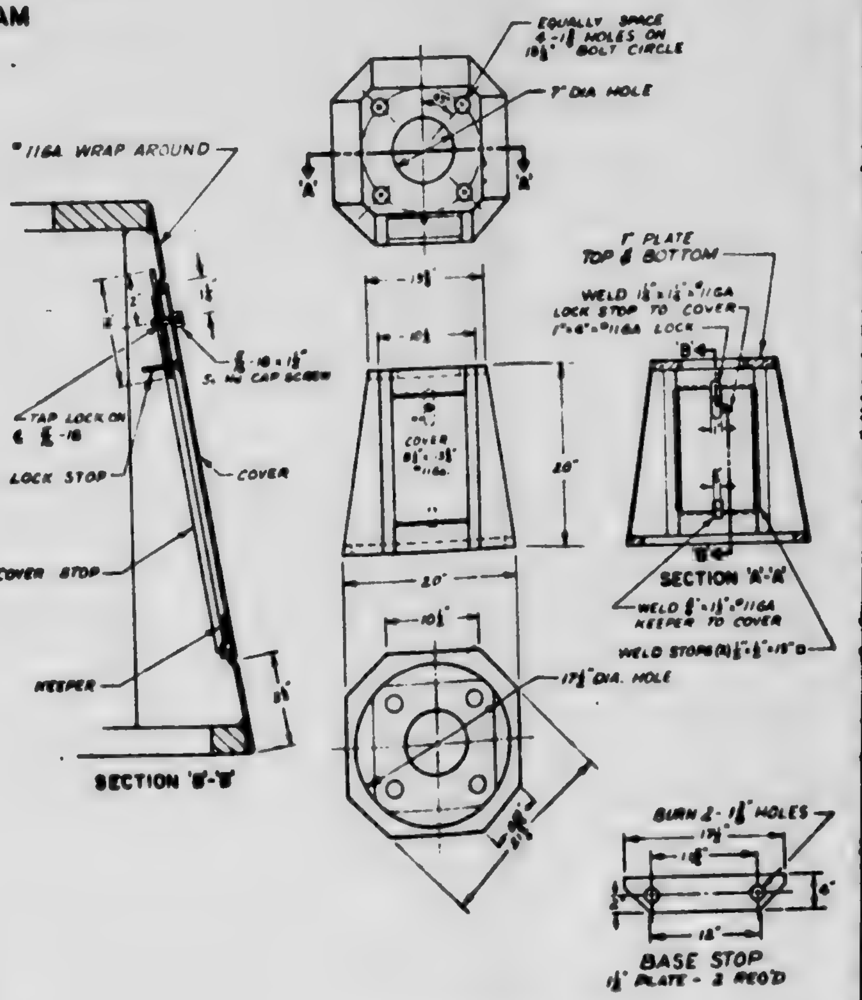

Span (L)
Straight Section (S)
Radius (R)
Rise (H)
See Dwg D-104B
Rotatable Steel Transformer Base (See Dwg. D-104A)

Span (L)	Rise (H)	Straight Section (S)	Radius (R)	Shaft Dia. at Base	Dc	Material	
						Pipe	Arm
16'-0"	21'-0"	2'-0"	96'-0"	8.00"	7.76"	11 GA	11 GA
18'-0"	21'-0"	1'-0"	148'-0"	8.00"	7.76"	11 GA	11 GA
20'-0"	18'-4"	2'-0"	46'-0"	8.00"	7.76"	11 GA	11 GA
22'-0"	18'-4"	2'-0"	56'-0"	8.00"	7.76"	11 GA	11 GA
25'-0"	18'-6"	2'-0"	74'-0"	8.00"	7.76"	7 GA	11 GA
28'-0"	17'-6"	3'-0"	80'-0"	9.00"	8.84"	7 GA	11 GA
30'-0"	17'-6"	3'-0"	80'-0"	9.00"	8.84"	7 GA	11 GA
32'-0"	17'-6"	3'-0"	92'-0"	9.00"	8.84"	7 GA	11 GA
35'-0"	17'-6"	4'-0"	105'-0"	9.50"	9.14"	7 GA	11 GA

TYPICAL MAST ARM
HANGER PLACEMENT
(SIGNAL OUTBOARD)

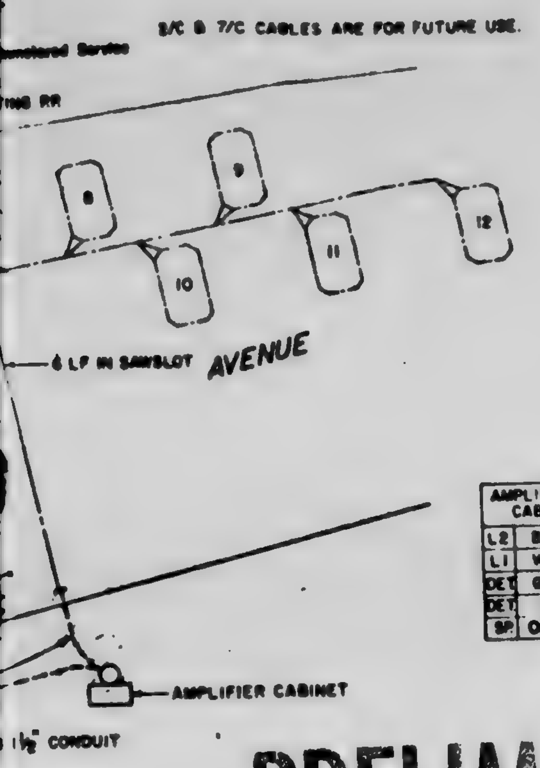
STANDARD DWG. NO. D-104

Pole No.	a	b	c	d
1	–	10	–	–
2				
4				


EQUALLY SPACE 6-1⅛" HOLES ON 18⅜" BOLT CIRCLE
7" DIA. HOLE
A
A
#11GA WRAP AROUND
⅝-18 x 1⅜" S. HD. CAP SCREW
TAP LOCK ON 6 ⅝-18
LOCK STOP
COVER
COVER STOP
KEEPER
SECTION 'B'-'B'
15½"
10½"
20"
COVER
20"
10½"
17½" DIA. HOLE
1" PLATE TOP & BOTTOM
WELD 1½" x 1½" x #11GA LOCK STOP TO COVER
LOCK
B
B
SECTION 'A'-'A'
WELD ⅝" x 1½" x #11GA KEEPER TO COVER
WELD STOPS
BURN 2-1⅛" HOLES
13"
BASE STOP
1½" PLATE - 2 REQ'D

ROTATABLE TRANSFORMER BASE

D-104A


3/C & 7/C CABLES ARE FOR FUTURE USE.
nctored Service
ne RR
8
9
10
11
12
6 LF IN SAWSLOT
AVENUE
AMPLIFIER CABINET
1½" CONDUIT

COLOR CODE

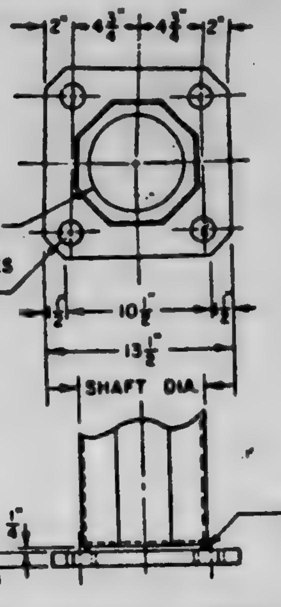
Circ.	2/C	5/C	7/C	
1G		Green		
1A		Orange		
1R		Red		
2G		Green		
2A		Orange		
2R		Red		
3G		Green		
3A		Orange		
3R		Red		
4G		Green		
4A		Orange		
4R		Red		
5G		Green		
5A		Orange		
5R		Red		
1		White		
L2		Black		

AMPLIFIER CABLE	
L2	Black
L1	White
DET	Green
DET	Red
SP.	Orange

PRELIMINARY COPY

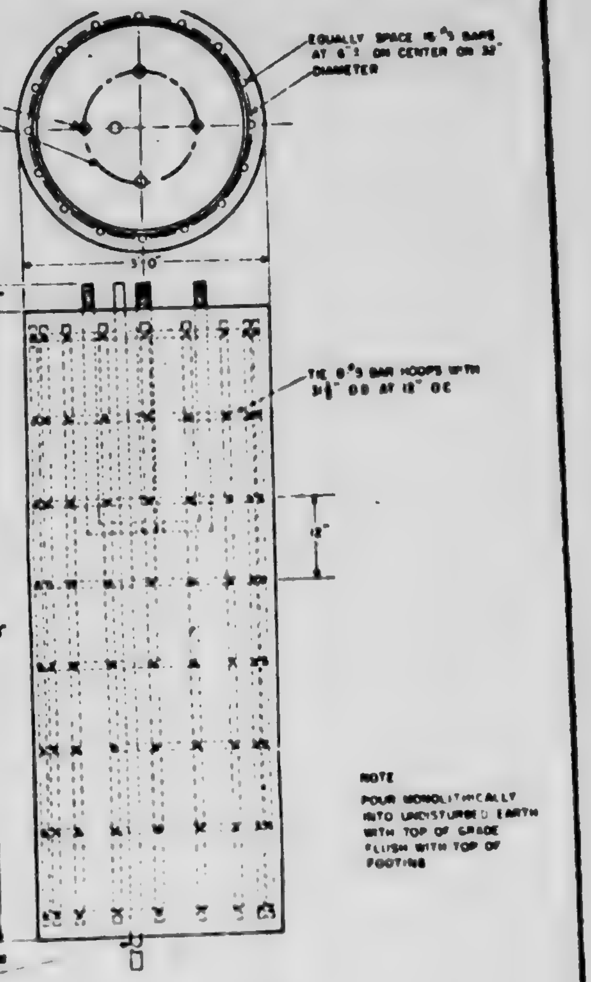
SUBJECT TO CHANGE

JAN 11 1980


2"
4¾"
4¾"
2"
7" DIA. HOLE
EQUALLY SPACE 4-1¾" HOLES ON 13½" BOLT CIRCLE
½
10½"
½
13½"
SHAFT DIA.
¼"
1"
TC-U4

RISER PLATE DETAIL

STANDARD DWG NO. D-104-C


EQUALLY SPACE 16 #5 BARS AT 6" ON CENTER ON 32" DIAMETER
4-1½" × 48" BENT ANCHOR BOLTS ON 16" DIAMETER ASTM 307 STEEL
3'0"
PROJECTION 4½"
TIE #3 BAR HOOPS WITH 31½" OD AT 12" OC
12"
7'-6"
¾" × 10' (MINIMUM DEPTH) COPPER GROUND ROD

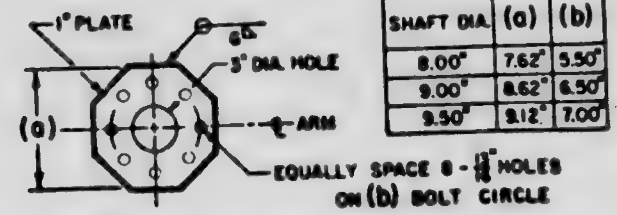
NOTE
POUR MONOLITHICALLY INTO UNDISTURBED EARTH WITH TOP OF GRADE FLUSH WITH TOP OF FOOTING

FOR USE WITH SINGLE MAST ARMS BETWEEN 20' & 35' IN LENGTH, & FOR DOUBLE ARM COMBINATIONS

TYPE "B" FOOTING
FOR MAST ARM POLE

SCALE ⅜" = 1'-0"

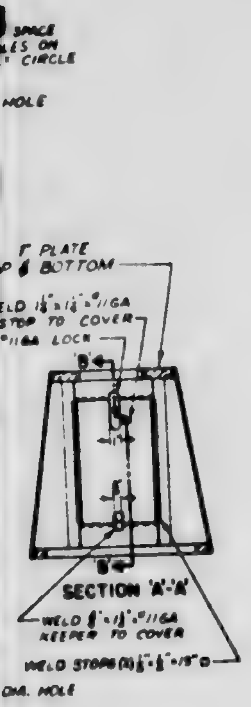
STANDARD DWG NO D-204


1" PLATE
6
3" DIA. HOLE
(a)
℄ ARM
EQUALLY SPACE 8 - 1⅛" HOLES ON (b) BOLT CIRCLE

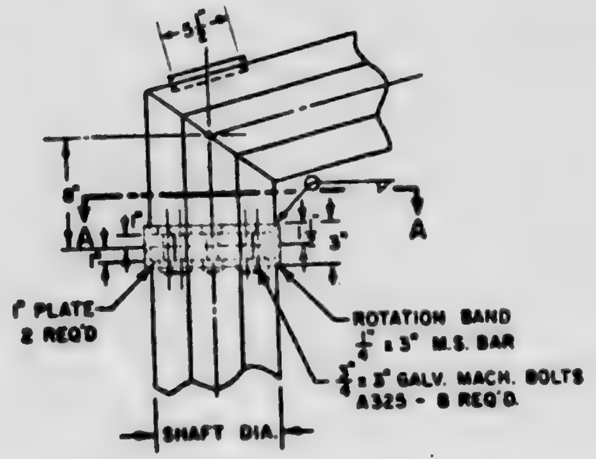
SECTION A-A

1" PLATE DIMENSIONS

SHAFT DIA.	(a)	(b)
8.00"	7.62"	5.50"
9.00"	8.62"	6.50"
9.50"	9.12"	7.00"

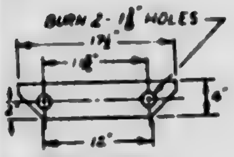

SPACE
LES ON
" CIRCLE
HOLE
1" PLATE
P & BOTTOM
ELD 1½"×1½"×#11GA
STOP TO COVER
#11GA LOCK
B
B
WELD ⅛"×1½"×#11GA KEEPER TO COVER
WELD STOPS (2) ⅛"×½"×15" O
DIA. HOLE

SECTION 'A'-'A'


5⅝"
6"
A
A
1"
3"
1" PLATE 2 REQ'D
ROTATION BAND ¼" × 3" M.S. BAR
¾" × 3" GALV. MACH. BOLTS A325 - 8 REQ'D.
SHAFT DIA.

MAST ARM CONNECTION DETAIL

STANDARD DWG NO. D-104-B


BURN 2 - 1⅛" HOLES
17¾"
16"
4"
12"

BASE STOP
1½" PLATE - 2 REQ'D

ASE

D-104A

APPROVED

TRAFFIC ENGINEER

1/10/80
DATE

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

SIGNAL WIRING AND DETAIL PLAN
WEST INTCHG.-SELLWOOD BR (SEC.)
FAU 9704 (MACADAM AVE.)
MULTNOMAH COUNTY

DATE ________

TED DRWG NO 22 of 33

7N9

January 8, 1980

Multnomah County Engineer
2115 S.E. Morrison
Portland, OR 97214

AGR 4-1 & 4-2

MISC. CONTRACTS and
AGREEMENTS No. 111

Gentlemen:

Attached for your files is a fully executed copy of a supplemental agreement between the Department of Transportation, Highway Division; Multnomah County; and the City of Portland, defining the maintenance obligations at the west end of the Sellwood Bridge.

We are forwarding two fully executed copies of this supplemental agreement to the City of Portland and have retained one copy for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kkr

Attachment

bc: Don Harwell (agreement attached)

9119

January 8, 1980

Multnomah County Engineer
2115 S.E. Morrison
Portland, OR 97214

AGR 4-1 & 4-2

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Gentlemen:

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We are forwarding two fully executed copies of this supplemental agreement to the City of Portland and have retained one copy for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kkr
Attachment
bc: Don Harwell (agreement attached)

7117

November 2, 1979

Mr. L. David Hill
Program Management
Bureau of Street & Structural Engineering
City of Portland
400 SW Sixth Avenue
Portland, OR 97204

Dear Sir:

You will recall our conversation a week or so ago about changes made to the County/City/State agreement for the Sellwood Bridge work. The County requested that we add a paragraph clarifying maintenance responsibilities. Attached you will find a copy of the agreement with the added paragraph shown on Page 3.

Since this added paragraph merely clarifies maintenance responsibilities and does not change them, we felt it would not be necessary for you to rerun this agreement by the City Council. You will also note that the exhibit map has been changed from one that is colored to one that has crosshatching indicating various responsibilities. This was done because of a City request to do this on all our agreements to simplify the copying process.

Unless I hear differently from you I will assume that the modifications made to the agreement are acceptable to the City and no further approvals are necessary.

Sincerely,

Edward L. Hardt
Region Engineer

Attachment

ELH/gw
bc: Jon Rose

REGION I
[✓ RME] [✓ RCE] OE TE
UE SO RSM RSC
RBI BE TO

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ [✓ PRE ☐]
NOV [illegible] 1979
REFERRED TO ____________
FOR ____________
FILE· PM FA LG.

1117

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie

FILE:

October 23, 1979

Edward L. Hardt

FROM: EDWARD L. HARDT
Region Engineer

SUBJECT: SELLWOOD BRIDGE WEST RAMP
PROPOSED SUPPLEMENTAL AGREEMENT

TO: D. H. MOEHRING
Project Management

ATTN: MAINOR HOLMES

The City of Portland has approved the subject agreement but Multnomah County has found some problems with it as written. Attached you will find a copy of an October 15 letter from Oliver Domreis which contains some suggested changes.

The old wall on the west side of the southbound Macadam leg is outside of the curb line so it is our assumption that it is the City's maintenance. As we discussed by phone, I would suggest that the Exhibit be changed to reflect that.

I have no basic problems with the County's intent on clarifying maintenance responsibilities on the structures, but I have made a few minor changes in their language to further clarify same. My version of their two paragraphs under General Provisions follows.

> The County is responsible for the structures including the walls; the State is responsible for normal maintenance of the roadway associated with the structure. The roadway maintenance entails patching (including surface repair of the structure decks), striping, signing, snow removal and sanding (except the southbound ramp leading from the Sellwood Bridge to Macadam Avenue), sweeping, and all other normal operations. Resurfacing of the structures shall be accomplished only after consultation with the County. The City is responsible for the pathway under the structures, for the landscaped areas under the Bridge and Viaduct, and snow and ice control on the southbound ramp from the Sellwood Bridge to Macadam Ave.

As we discussed, you will insert the above General Provisions into all copies of the Agreement, which I have attached. You will modify the Exhibit map as mentioned above and return all copies to Jon Rose for processing with the County. Incidentally, the County has marked up the 6th copy of the Exhibit map with some blue crosshatching under the structures. They evidently are trying to depict that the City will have maintenance responsibility for the landscaping under the structures. I'm not sure whether your crosshatching can handle this or not, but I point it out for your consideration. I would appreciate it if you would return one copy of the corrected agreement to me so that I can forward it to the City and advise them of the changes we've made.

ELH/cr
Attachment
cc Jon Rose

Rcd. 10-24

MULTNOMAH COUNTY OREGON

DEPARTMENT OF ENVIRONMENTAL SERVICES
2115 S.E. MORRISON STREET
PORTLAND, OREGON 97214
(503) 248-5000
(Engineering Services Section)

DONALD E. CLARK
COUNTY EXECUTIVE

October 15, 1979

Jon Rose, Regional Engineer
Oregon Department of Transportation
5821 N.E. Glisan Street
Portland, Oregon 97213

Subject: Sellwood Bridge West Ramp - Proposed Agreement

Dear Mr. Rose:

There are a couple of items in this agreement which we feel need clarification and/or changes. The old wall on the west side of the south bound Macadam Avenue traffic lane directly west of the Sellwood Bridge is existing and is not part of this project. This wall, at present, is either maintained by the State or City and we feel should continue this way.

The agreement, as written, leave some holes as to the maintenance and operations associated with the structures. We would suggest a General Provisions be inserted into this agreement as follows:

GENERAL PROVISIONS

1. To clarify maintenance responsibilities for structures, the following shall apply:

Concrete Viaduct and Pedestrian Underpass

The County is responsible for the structures including the walls; the State is responsible for normal maintenance of the roadway associated with the structure. The roadway maintenance entails patching (including surface repair of the structure decks), striping, signing, snow removal, sanding, sweeping, and all other normal maintenance operations. Re-surfacing of the structures shall be accomplished only after consultation with the County. The City is responsible for the pathway under the structures and for the landscaped areas under the Bridge and Viaduct.

The suggested changes read very similar to the wording in the I-205 Supplemental Agreement dated November 10, 1976.

We will arrange to have the agreement executed on behalf of the County upon receipt of copies with the suggested changes.

We are returning all copies of the agreement to you with suggestions on Exhibit "A" of the sixth copy.

Very truly yours,

Oliver J. Domreis

OLIVER J. DOMREIS
County Engineer

RLB:ms

Encls.

9119

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. M-9704(2)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 71417

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:
Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
OCT 16 '79
REFER TO
10-16 orig Moehring
FOR
Info [illegible] File

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 10-10-79

FEDERAL ROUTE NUMBER FAU 9704

STATE ROUTE NUMBER County Road

GENERAL LOCATION:
West Approach-Sellwood Bridge (Portland) Section

GENERAL DESCRIPTION OF WORK:
Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER *(Specify)* Program Change
See below
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of October 3, 1979, I approve the program change revising the preliminary engineering TEC to $79,200 with Federal participation limited to $67,945. (Increase TEC $47,200 - Federal Funds $40,495.)

DATE 10-10-79

SIGNATURE OF APPROVING OFFICIAL G. K.

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1979—721-618

U. S. DEPARTMENT OF TRANSPORTAT - FEDERAL HIGHWAY ADMINISTRATION

9114

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. IX-9704(4)

STATE PROJECT NO. See below

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 71417

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 6 '79
REFER TO [illegible]
FOR
Info Inves R/D D/R Sign Act File

9-6

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 8-30-79

FEDERAL ROUTE NUMBER FAU 9704

STATE ROUTE NUMBER County Road

GENERAL LOCATION:

West Approach Sellwood Bridge (Portland)

GENERAL DESCRIPTION OF WORK:

Grade, Drain, High Type Pavement, 2 Structures,
Signals & Illumination

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (*Specify*) See below

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of July 11, 1979, you are authorized to proceed with actions necessary to advance the physical construction of the subject project.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $920,000 - Federal Funds $782,000. (Advice No. 823-10-9-09 8/21/79)

DATE 8-30-79

SIGNATURE OF APPROVING OFFICIAL G. K. Hassner

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1978—721-818

3

STATE OF OREGON **INTEROFFICE MEMO**

Metro Technical Services
DEPT.

238-8231
TELEPHONE

TO: WALT HART
Bridge Engineer

DATE: September 27, 1979

FROM: MAX KLOTZ
Metro Technical Services Engineer

SUBJECT: Sellwood Bridge
West Interchange
FAU #9704 Oswego Highway
Prefix: 326-1935

Herewith the data for the subject project as revised by the County.

Not all of the revisions suggested by your office have been made. Minor detailing of retaining wall design appear to be the only remaining points of question. I don't know how critical the difference is. If you feel additional changes are necessary please advise.

pq

Attachment

cc J. H. Versteeg
D. O. Christensen

1 Versteeg ✓
Anderson
Christensen
Sullivan
RECEIVED
1979
ROAD DESIGN SECTION
Do Not File

August 1, 1979

The Honorable Victor Atiyeh
Governor of Oregon
254 State Capitol
Salem, OR 97310

Dear Governor Atiyeh:

Substitute Transportation Projects Using Withdrawn Interstate Funds

Your letter of February 2 requested I keep you informed as to the projects considered to use withdrawn Interstate Funds.

The following projects in the Portland urbanized area were submitted to the Federal Highway Administration during the month of July.

		Funds		
Project	Work	Federal	State	Local
1) W. Approach, Sellwood Br.	Constr.	$606,218	$64,188	$42,792
2) Nyberg Cr. Br. (Tualatin)	Constr.	422,206	44,704	29,803
3) Scholls Hwy. @ Allen Blvd.	PE, Constr.	48,048	5,087	3,392
4) Cornell Rd. @ Murray Blvd.	Constr.	71,560	7,577	5,051
5) S.E. 132nd Ave.-S.E. 142nd Ave.	Constr.	126,764	13,422	8,948

The criteria used to select these projects is the Region's transportation planning process which embodies a continuing cooperative, comprehensive approach. The projects are included in the Region's Transportation Improvement Program.

There were no projects submitted for the Salem urbanized area for the month of July.

Sincerely,

F. B. Klaboe
Director

JLG:dmc fn
bc: H. S. Coulter
L. W. Rulien
D. H. Moehring
R. N. Bothman

1117

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Region 1 - Milwaukie
July 18, 1979

Edward L Hardt

FROM: EDWARD L. HARDT
Region Engineer

TO: D. H. MOEHRING
Project Management

ATTN: MAINOR HOLMES

SUBJECT: CONSTRUCTION AGREEMENT
SELLWOOD BRIDGE RAMPS
MACADAM AVENUE
MULTNOMAH COUNTY

A meeting was held in my office on July 12 to discuss maintenance responsibilities for the upcoming Sellwood Bridge ramps project. Representing Multnomah County were Oliver Domreis and Roy Bennett; the City of Portland, John G. Phipps; and the Highway Division, Mike Stovall, Bill Geibel, Chuck Pietrok, Gary Kennen, and I. Following is a split of responsibilities, as determined by this meeting.

> The Highway Division will maintain the roadways, curb to curb, and the drainage facility for the project.
>
> Multnomah County will maintain all structures and retaining walls built for the project.
>
> City of Portland will maintain the areas outside the pavement and the bikepath and bikepath structures, except the pedestrian underpass. The City will also maintain the illumination installation and the traffic signal and will provide electrical energy for both. The City will plow snow and provide ice control for the southbound ramp leading from the Sellwood Bridge to Macadam Avenue.

Attached is a colored map showing the split of these responsibilities. I would appreciate it if you would rewrite the agreement making it a 3-party and return it to Jon Rose for execution by the City of Portland and Multnomah County.

ELH/cr
Attachment
cc Don Adams w/attachment
Bill Geibel "
Jon Rose "
Chuck Pietrok "

PROJECT MANAGEMENT BRANCH
SHE ☐ STE ☐
PLE RE ☐ PRE S
JUL 1 3 1979
REFERRED TO ....
FOR ....
FILE: PM FA LG.

1859
ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

July 11, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 71417
Project No. IX-9704(4)
West Approach Sellwood Br. (Portland) Section
Multnomah County

Attached support data consists of PR-1 forms and project maps.

I request transfer of Interstate Substitution General Funds for construction of the project, as we are ready to request PS&E approval. This action will involve an estimated total cost of $920,000 with federal funds in the amount of $782,000

This request is based on the July 9 letter to you from Mr. F. B. Klaboe, Director of the Department of Transportation.

JLG:fkc
Attachments

cc: R. N. Bothman, Metro
Max Klotz, Metro
Jon Rose, Metro
Ed Hardt, Region 1
Gary Zehner, w/att

AN EQUAL OPPORTUNITY EMPLOYER

Budget Bureau No. 41-

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

July 11, 1979

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* 21 Co. Rd., W end Sellwood Br.(portland) 65	**ADT**	PRESENT * 2,200 **23,000	FUTURE (66) 4,000 42,000 (70)	YEAR (71) 97 (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28 Gr, Dr, HT Pave, Signals, Illum, 2 Sts. 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 IX- 23	NUMBER 7 9704

CARD 1	CLASS OF FEDERAL FUNDS Urban System	COUNTY NAME Multnomah
	NAME OF URBAN AREA 17-31 Portland	ROUTE NO. U — FEDERAL-AID 9704 (32) — STATE Co. Rd. (36) (37) — U.S

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**							
5					**ROW**							
5					**CONST** (CODE) (TOPICS) 6201 X920 Y030 X923 Y031		"West approach Sellwood Bridge (Portland) Sec.	0.20	920,000	782,000	82,800	55,200

CARD 1	CODE 1	PREPARED BY JLG	PROJECT TOTALS	0.20	920,000 (16) (23)	782,000 (24) (33)	82,800	55,200
1	14	PROGRAM APPROVAL DATES October 27, 1976					REMARKS	

3261935

* Southbound Ramp

** Main Structure

Additional Data: Ite
No

Budget Bureau No. 41-R2067; Approval Expires February 28, 196

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

July 11, 1979

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

ROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Co. Rd., W end Sellwood Br.(portland)		* 2,200 **23,000	4,000 42,000	97	10	Oregon	41	823	71417

ED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
e, Signals, Illum,								IX-	9704	(4)		

DS Urban System

Portland

COUNTY NAME Multnomah CODE 051

ROUTE NO. U FEDERAL-AID 9704 STATE Co. Rd. U.S.

PROGRAM STAGE ☐ 1 OR ☐ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE								Adj. util. as req.: RR protective service as necessary
ROW								
CONST (CODE) (TOPICS) 6201 X920 Y030 X923 Y031		"West approach Sellwood Bridge (Portland) Sec.	0.20	920,000	782,000	82,800	55,200	ROW-100' normal; Access control - part; Parking restrictions - complete.
BY JLG		PROJECT TOTALS	0.20	920,000	782,000	82,800	55,200 (Co)	

PPROVAL DATES October 27, 1976

REMARKS

Additional Data: Item No. 71417; Project No. M-9704 (2).

* Southbound Ramp
** Main Structure

- over -

West approach Sellwood Bridge
Project No. IX-9704(4)

Project Data:
Work under this project consists of grade, drain and high-type pave southbound off ramp at west end of Sellwood Bridge and relocate existing northbound Macadam Ave. to accommodate construction of new ramp. Construct retaining walls, bridges listed under "structures" below and install traffic signals at west end of the bridge and at the end of the southbound off ramp, illumination, and incidental work common to this type of project. Adjustment of utilities and Railroad Protective Service as required.

Structures

	Description	Code	Est. Cost
1)	Pedestrian overpass; Br.No.6879. Hwy over pedestrian way; reinf. conc. rigid frame; L 23'; HC 22'	X923	$ 44,400
2)	Viaduct; Br. No. 6879, Hwy over land; reinf. concrete slab span; L230'; HC 20'	X920	225,300
	Est. Total Cost		$269,700

Data for PR-37:

Type Code 6201	(Roadway)	$506,300
Type Code Y030	(Hwy Lighting)	78,000
Type Code Y031	(Traf. Signals)	66,000
	(Bridges)	269,700
		$920,000

NOTE: 1) This project is in Congressional District No. 1
2) This project is included in the CRAG TIP FY 79 Annual Element on page 40 as #41, also MSD resolution 79-24.

July 9, 1979

Mr. G. L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
Salem, Oregon 97301

Dear Mr. Green:

Interstate Transfer Funded Projects
Portland Urbanized Area

Under authority granted to me on February 2, 1979 by Governor Atiyeh I request your approval to use Interstate Transfer Funds for five highway projects in the Portland Urbanized Area. Funds for these projects are available from the withdrawal of the Mt. Hood Freeway from the Interstate Highway System under Section 103(e)(4) of Title 23, U.S.C.

I concur that these projects are regional priorities and have been developed in conformance with the Region's continuing, cooperative, comprehensive transportation planning process.

Funding will be as follows:

		Funds		
Project	Work	Federal	State	Local
1. W. Approach, Sellwood Br.	Const.	$606,218	$64,188	$42,792
2. Hyberg Cr. Br. (Tualatin)	Const.	422,206	44,704	29,803
3. Scholls Hwy. @ Allen Blvd.	Const.	48,048	5,087	3,392
4. Cornell Rd. @ Murray Blvd.	Const.	71,560	7,577	5,051
5. SE 132nd Ave.-SE 142nd Ave.	Const.	126,764	13,422	8,948

I have directed the Project Management Branch of the Highway Division to process this request with your office to obligate the Federal Transfer funds as they are authorized by the Metropolitan Service District.

JLG:dmc

Sincerely,

F. B. Klaboe
Director of Transportation

cc: Metropolitan Service District
D. H. Moehring
H. S. Coulter
R. N. Bothman

9119

Mult. County

ROAD DESIGN SECTION 378-6558

Jon Rose
Federal Aid Coordinator, METRO

Duane O. Christensen
Final Design Engineer

West Interch.-Sellwood Br. Sec.
FAU 9704 (Macadam Avenue)
Multnomah County

Attached are the following data on the subject project:

- Original tracings
- Full-size print with revisions shown in red on the grading portion
- Roll of corrections requested by County
- Reduced sheets on Mult. Co. Burnside Road project
- Guide to consultants and local governments

The Bridge and Traffic sections are still checking their portion of the plans and will return their comments at a later date.

The roll of corrections is returned so the County can put them on the plans.

The sheets from the County Burnside project are sent as a guide for what the Sellwood plans should look like.

The plans should be corrected accordingly and returned for processing after the Bridge and Traffic comments are received.

DNS:cj
Attachements
cc: Norm Henry

Versteeg
Anderson
Christensen Don [illegible]
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JUN 21 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up __/__
Action

4119

METROPOLITAN SERVICE DISTRICT

TIP PROJECT ADJUSTMENT

20-Jun-79

STATEMENT OF TRANSACTION IN FEDERAL DOLLARS

TRANSACTION #: 790620 1
PROJECT: SELLWOOD BRIDGE PE
FILE # : 2 4078
RESOLUTION: MSD ADMINISTRATIVE ADJUSTMENT

	**********PREVIOUS STATUS***********				******NEW STATUS*******	
	TOTAL	LESS OBLIGATION	UNOBLIGATED BALANCE	THIS TRANSACTION	UNOBLIGATED BALANCE	PROJECT TOTAL
PRELIMINARY ENGINEERING	27,000	27,450	-450 0	11,250	10,800	38,250
TOTAL	27,000	27,450	0	11,250	10,800	38,250

PROJECT: MSD REGION RESERVE FOR FAU PROJECTS
FILE # : 8130704

	TOTAL	LESS OBLIGATION	UNOBLIGATED BALANCE	THIS TRANSACTION	UNOBLIGATED BALANCE	PROJECT TOTAL
RESERVE ACCOUNT	92,180	2,574	89,606	-11,250	78,356	80,930
TOTAL	92,180	2,574	89,606	-11,250	78,356	80,930

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[][][][]
 40*11*     27000*10*     27450****          0     10800
130*52*    108000*60*      2574****          0     78356
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                    METROPOLITAN SERVICE DISTRICT

                       TIP PROJECT ADJUSTMENT

                              20-Jun-79

            STATEMENT OF TRANSACTION IN FEDERAL DOLLARS


TRANSACTION #: 790620 2
PROJECT: SELLWOOD BR CONST (OFFSETS SYS PLNG $-SEE MULTNOMAH)#9
FILE # : 53304633
RESOLUTION: MSD ADMINISTRATIVE ADJUSTMENT

**********PREVIOUS STATUS***********          ******NEW STATUS*******

                   LESS    UNOBLIGATED      THIS    UNOBLIGATED     PROJECT
        TOTAL  OBLIGATION    BALANCE    TRANSACTION   BALANCE        TOTAL
--------------------------------------------------------------------------
CONSTRUCTION
      139,122           0    139,122        36,660     175,782     175,782
TOTAL
      139,122 Vou. 5#304 0   139,122        36,660     175,782     175,782
                                                   Vou 13# 340  + [illegible]
                                                                  [illegible]


PROJECT: CONTINGENCY-MULTNOMAH COUNTY/CITIES
FILE # : 53307645


RESERVE ACCOUNT
      244,797           0    244,797       -36,660     208,137     208,137
TOTAL
      244,797           0    244,797       -36,660     208,137     208,137




[illegible]
304*32*     99000****         0    175782
307*62*           0*63*       0*64*          0*65*          0
*66*           0****        0    208137
```

STATE OF OREGON

METRO TECHNICAL SERVICES — DEPT. 238-8231 — TELEPHONE

INTEROFFICE MEMO

TO: J.H. VERSTEEG, Head
Engineering-Design

DATE: May 16, 1979

FROM: K.D. LIMBOCKER
Metro Design Engineer

SUBJECT: Advanced Copy
Sellwood Bridge-W. Interchange
FAU 9704

Herewith the advanced set of plans, estimate of cost, draft special provisions and misc. data for the subject project.

Please review, edit, and return to this office for routing to county for necessary changes.

The estimate of cost for this project is within the MSD administrative adjustment allowance. The project may proceed to the final design stage. MSD will be advised.

js

cc: Project Management ✓
Ted Spence

Versteeg
Andersen
Christensen
Olson
Sullivan
[✓ Terpin]
Tr[illegible]
Wakerlig

RECEIVED
MAY 23 1979
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Filing
Action

REC'D 5-24-79
Z

I-505 = $593,000
FAU = 424,000

Ok
Z

To City-County
5-25-79

COST ESTIMATE

West Interchange-Sellwood Bridge Section
Macadam Avenue

May 14, 1979

ITEM	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL COST
1	Mobilization	Lump Sum	All	8%	$54,210
2.	Temp. Protect. & Dir. of Traffic	Lump Sum	All	5%	33,880
3.	Temporary Signs	Sq. Ft.	262	6.00	1,572
4.	Temporary Lane Markers	Each	52	80.00	4,160
5.	Temp. Reloc. Exist. Guardrail	Lin. Ft.	785	6.00	4,710
6.	Flagmen	Hour	400	19.00	7,600
7.	Clearing & Grubbing	Lump Sum	All		3,000
8.	General Excavation	Cu. Yd.	1800	8.00	14,400
9.	Borrow Excavation	Cu. Yd.	2900	10.00	29,000
10.	Trench Excavation	Cu. Yd.	600	12.00	7,200
11.	Drain Rock	Ton	240	20.00	4,800
12.	12" Conc. Sewer Pipe	Lin. Ft.	203	12.00	2,436
13.	8" Conc. Sewer Pipe	Lin. Ft.	263	9.00	2,367
14.	8" Corr. Metal Pipe	Lin. Ft.	18	9.00	162
15.	6" Conc. Sewer Pipe	Lin. Ft.	240	8.00	1,920
16.	6" Galv. Steel Pipe	Lin. Ft.	54	8.00	432
17.	6" Perf. Pipe	Lin. Ft.	1110	8.00	8,880
18.	6" Corr. Metal Pipe	Lin. Ft.	250	8.00	2,000
19.	12" Corr. Metal Pipe	Lin. Ft.	90	9.00	810
20.	14" Corr. Metal Pipe	Lin. Ft.	40	16.00	640
21.	Extra For Pipe Under Pavement	Lin. Ft.	80	12.00	960
22.	Remove Exist. Drains	Lump Sum	All		1,000
23.	Const. Manhole Type AP	Each	1	1500.00	1,500
24.	Const. Manhole Type BP	Each	3	1750.00	5,250
25.	Const. Inlet Type P	Each	10	350.00	3,500
26.	Const. Inlet Type G2MA	Each	2	600.00	1,200
27.	1"-0 Aggregate Base	Ton	450	10.00	4,500
28.	Standard Curb	Lin. Ft.	1300	5.00	6,500
29.	Pedestrian Curb	Lin. Ft.	330	4.50	1,485
30.	Bituminous Base	Ton	1100	35.00	38,500
31.	Asphaltic Conc. Class "B"	Ton	570	35.00	19,950
32.	Asphaltic Conc. Class "C"	Ton	85	35.00	2,975
33.	Const. Guardrail Type 2A	Lin. Ft.	512.5	20.00	10,250
34.	Inst. Guardrail Ends Type "C"	Each	2	150.00	300
35.	Water Main Cover	Each	1	175.00	175
36.	Struct. Exc.	Cu. Yd.	320	15.00	4,800
37.	Furnish Pile Driving Equip.	Lump Sum	All		10,000
38.	Furnish Steel Piling	Lin. Ft.	1200	14.00	16,800
39.	Drive Steel Piling	Lin. Ft.	1200	2.00	2,400

continued.

UNIT	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL COST
40.	Class 3300 1½" Conc.	Cu. Yd.	1120	215.00	240,800
41.	Metal Reinforcement	Lbs.	121,000	.40	48,400
42.	Expansion Joint Seal	Lin. Ft.	45	120.00	5,400
43.	Waterproofing Membrane	Sq. Yd.	750	15.00	1,125
44.	Cement Rubble Masonry Walls	Sq. Ft.	600	10.00	6,000
45.	Slope Paving	Sq. Yd.	80	28.00	2,240
46.	Pedestrian Handrail	Lin. Ft.	220	40.00	8,800
47.	Inst. Traffic Signals	Lump Sum	All		60,000
48.	Signs in Place (Var. Types)	Sq. Ft.	120	12.00	1,440
49.	White Non-Reflective Markers	Each	35	2.00	70
50.	White Mono-Reflective Markers	Each	7	5.00	35
51.	Yellow Mono-Reflective Markers	Each	35	5.00	175
52.	Roadway & Pedestrian Lighting	Lump Sum	All		70,500
53.	Seeding & Mulching	Acre	1	1,000.00	1,000
54.	Furnish & Place Topsoil	Lump Sum	All		1,100
55.	Lawn Construction	Lump Sum	All		1,000
56.	Furnish & Plant Shrubs	Lump Sum	All		2,500
			SUBTOTAL		766,809
		+20% ENGINEERING & CONT.			153,191
			TOTAL		$ 920,000

Quantities computed by Multnomah County.
Prices were supplied by the Cost Accouting Department 4/19/79.

9117

3

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 16, 1978

Mr. Kenneth H. Wheatley
Structural Engineer
Multnomah County
2115 S. E. Morrison
Portland, OR 97214

Southbound Off Ramp
Sellwood Bridge Intch.
Oswego Highway
Multnomah County
Bridge 6879

We have reviewed the proposed interchange revision at the west end of the Sellwood Bridge submitted by Multnomah County. This proposal is similar to a plan shown on the attached interchange sheet (5-L-22). The general alignment and grade is acceptable with the exception of the pdestrian grade. According to a recent FHWA Notice, N5040.12, "Every consideration shall be given to design pedestrian facilities with ramp grades not steeper than 8.33 percent to provide for the physically handicapped and elderly." Enclosed is an alternate plan for the pedestrian walk which would reduce the grade. We suggest that a single-span bridge with open slopes at each end be used instead of the rigid frame where the pedestrian walk crosses under the "WS" line. Although more expensive, the bridge will encourage more use of the walkway.

The structure plans show a continuous cast-in-place, reinforced concrete slab keyed at the bents. We suggest the use of 12" deep precast prestressed slabs. This type of structure would minimize damage due to slides and the span length would be short enough to accommodate the vertical and horizontal curves. The superstructure should be doweled or bolted to the bents to resist longitudinal, centrifugal, and seismic forces.

Information obtained from the drill logs shows that pile driving may be difficult. If driven piles are used, lateral bracing is recommended.

The retaining walls should be designed for uniform bearing pressure. We would suggest that the traffic rail be poured integrally with the wall and the minimum wall thickness should be 9" to facilitate concrete placement. A typical detail of a wall we have built is enclosed.

The retaining wall on the right side of the "WS" line could be eliminated. The required fill to replace the wall would be small.

On the grading plans, the type 2 guardrail should be type 2A. Earthwork, inlet types, pipe sizes, and lengths are not shown on the plans.

[illegible]
WALTER J. HAR

Walter J. Hart
Structural Design Engineer

cc William Sample ✓

1 Versteeg ✓
2 Christensen DOL
George
Olson
Turpin
Sullivan
Scott
Anderson

RECEIVED
NOV 17 1978
ENGINEERING SECTION

Trout
Do Not File
Return To
Bring Up
Action

REFERRED TO
Beard ✓ Stoudenmeyer
Cole Sample
Erikson Watson
Hager Dorn Leu
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

9119

7-12-78

7-12-78

Max Klotz is ironing out maintenance responsibilities for Sellwood Bridge ramps West end. for agreement.

✓

SENT COPY OF SKETCH MAP OF Bridge ramps to Max Klotz 7-12-78

✓

6-19-78

Terry Flink called & they are willing to go w/maint. as suggested by Willhite. We should draft an agreement for Reg. 1 & Flink to review before sending to Co.

✓

Portland

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

March 31, 1978

FROM: F. W. Yarbrough
Soils Engineer

TO: J. H. Versteeg
Engineering

SUBJECT: Results of Meeting with
Chassie at the Sellwood
Bridge Meeting

The consensus at the Sellwood Bridge meeting was to proceed with the project following the concept of keeping the fills as light as possible (perhaps with sawdust) and the structures as flexible as possible to minimize the effect of the creeping hillside.

With respect to the Roberts Mountain approval, Chassie wants detailed analysis of the effect of the proposed excavation on the East side on the probable sliding surface recently exposed by the slope indicators. I'll make it and meet with him before April 15.

He also says he can't recommend the proposed West side unloading to Washington because it has such a low safety factor. He indicates some kind of remedy that gives a higher safety factor must be undertaken. When we meet we'll try to agree what that should be. If it turns out to be a rock buttress, and if his Washington people agree, then I suppose we'd better do it.

The Rock Engineering seminar is full; but Chassie knows Region 5 is eager for a place if one develops.

FWY:af

cc: Frank Terpin

1 V
2 Ch
H
Doc
___Georg
___Olson
___Terpin
___Sullivan
___Trout

RECEIVED
MAR 31 1978
ENGINEERING SECTION

STATE OF OREGON **INTEROFFICE MEMO** 9704

TO: DONALD R. ADAMS
Project Development Manager

DATE: March 16, 1978

Chuck Pietrok
FROM: CHUCK PIETROK
Project Coordinator

SUBJECT: Sellwood Bridge Ramps

I have scheduled a meeting for March 29, 1978, at 10:00 a.m. in the Metropolitan Conference Room to discuss the old slide problem and geological findings to date with FHWA prior to the County submitting preliminary plans for review, which has been recommended by Hal Versteeg. ✓

The following representatives of the County, State and FHWA are planning to attend the meeting: Cliff Christianson, Ron Chasie, F. W. Yarbrough, Oliver Domreis, Kenneth Wheatley, Eugene DiLoreto and Clarence Eshelman. If there is somebody else you think should attend, they are welcome.

DRA/ldo

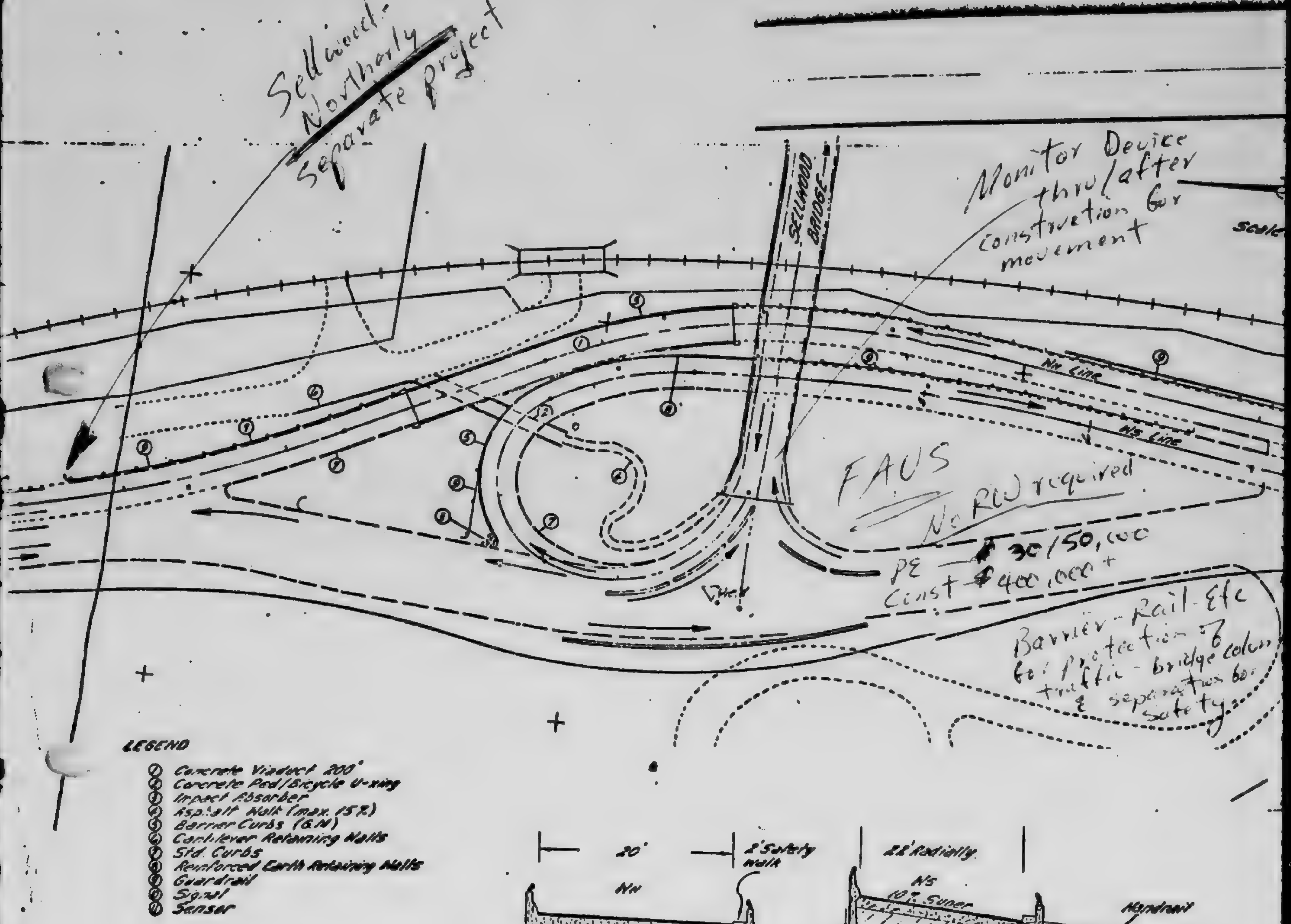
cc: Hal Versteeg
✓ Cliff Christianson
✓ Ron Chasie
✓ F. W. Yarbrough
✓ Oliver Domreis
Kenneth Wheatley
✓ Eugene DiLoreto
✓ Clarence Eshelman
Max Klotz
Jim McClure
Gerald Wimer
✓ Don Harwell
✓ Chuck Pietrok
✓ Bob Ewen

See attached
I attended & a memo
forthcoming from Pietrok.
Jim H.

for your info
Yarbrough

PROJECT MANAGEMENT
CCE #
IAE ☐
MAR 2[illegible] 1978
M
PM
TAA LG

25-1387


SELLWOOD BRIDGE
NN Line
NS Line
Scale
LEGEND
① Concrete Viaduct 200'
② Concrete Ped/Bicycle U-xing
③ Impact Absorber
④ Asphalt Walk (max. 15%)
⑤ Barrier Curbs (& N)
⑥ Cantilever Retaining Walls
⑦ Std. Curbs
⑧ Reinforced Earth Retaining Walls
⑨ Guardrail
⑩ Signal
⑪ Sensor

Sellwood Northerly Separate project

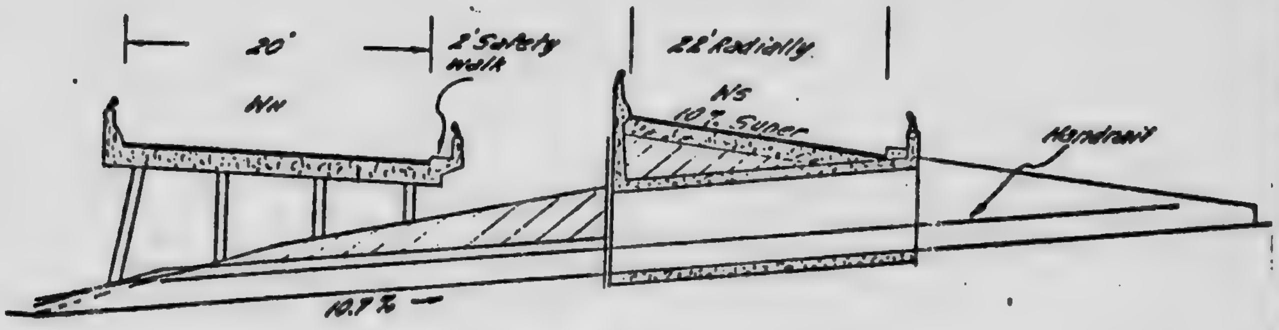
Monitor Device thru/after construction for movement

FAUS

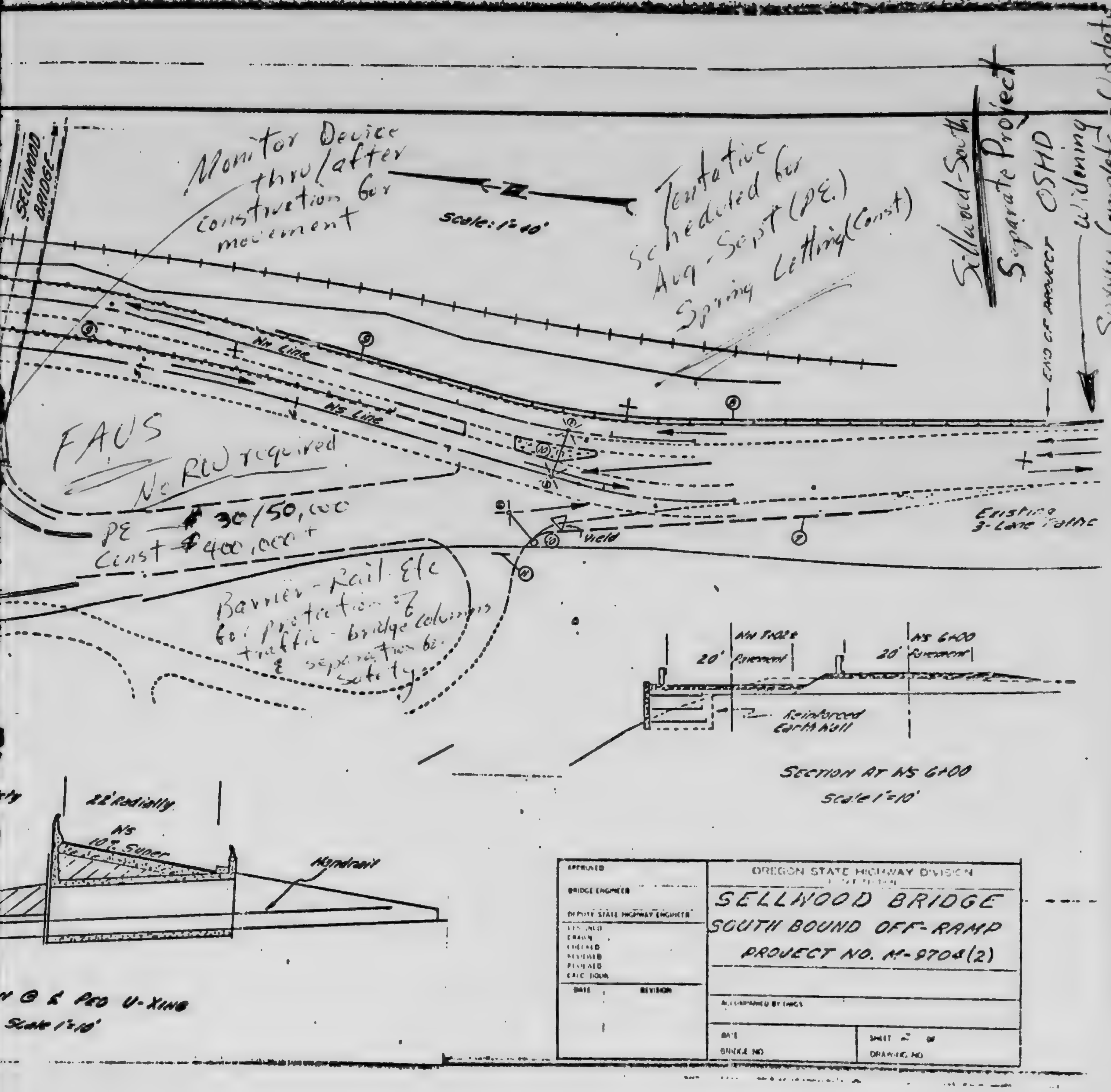
No R/W required

PE — $30/50,000
Const — $400,000+

Barrier-Rail-Etc for protection of traffic - bridge colum & separation for safety


20'
2' Safety Walk
22' Radially
NN
NS
10% Super
Handrail
10.7%

SECTION @ ℄ PED U-XING
Scale 1"=10'


SELLWOOD BRIDGE
Scale: 1"=40'
NN Line
NS Line
Yield
Existing 3-Lane Traffic
END OF PROJECT
NN 7+02±
20' Pavement
NS 6+00
20' Pavement
Reinforced Earth Wall
22' Radially
NS 10% Super
Handrail

Monitor Device thru/after construction for movement

Tentative scheduled for Aug-Sept (PE.) Spring Letting (Const)

Sellwood-South Separate Project

OSHD Widening Survey Complete - Update

FAUS

No R/W required

PE — $30/50,000
Const — $400,000+

Barrier-Rail Etc for protection of traffic - bridge columns & separation for safety.

SECTION AT NS 6+00
Scale 1"=10'

N @ ℄ PED U-XING
Scale 1"=10'

APPROVED

BRIDGE ENGINEER

DEPUTY STATE HIGHWAY ENGINEER

DESIGNED
DRAWN
CHECKED
REVIEWED
REVISED
CALC. BOOK

DATE REVISION

OREGON STATE HIGHWAY DIVISION

SELLWOOD BRIDGE
SOUTH BOUND OFF-RAMP
PROJECT NO. M-9704(2)

ACCOMPANIED BY DWGS

DATE
BRIDGE NO

SHEET 2 OF
DRAWING NO

STATE OF OREGON

INTEROFFICE MEMO

Portland

TO: JAMES D. McCLURE
Project Development Engineer

DATE: March 7, 1978

FROM: DONALD R. ADAMS Don
Project Development Manager

SUBJECT: Sellwood Bridge Ramps

Hal Versteeg has recommended that we contact FHWA and discuss with them the slide problem on the proposed project. FHWA will have to approve construction of the project on old slide. A meeting with them could lay the groundwork for expeditious processing of the project or establishment of their position on the need for further slide investigation and analysis. Hal suggested that Ron Chasie be contacted. I believe this should be done through Cliff Christianson, the Area Engineer.

Please set up a meeting with the Federal Highway Administration, a minimum number of our people, and a representative or two from the County if you think it advisable after your contact with Cliff Christianson. Our position should be one of supporting the County in presenting their case to the Feds. The County should be advised in the event of a meeting that FHWA is going to be interested in the geotechnical investigations that have been made on the project and any past analysis that can be provided at that meeting.

DRA/ldo

cc: J. H. Versteeg
F. Yarbrough
M. J. Klotz
C. T. Pietrok

1 Versteeg ✓
Christensen
George
2 Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
MAR 08 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

MEMO OF CALL OR VISIT

TO GERRY

SECTION

DATE 1-16

TIME 11:45 [✓ A.M.]

NAME, ORGANIZATION OF CALLER

OLIVER DOMREIS, MULT. CO. ENGR.

ACTION

☒ TELEPHONED ☐ VISITED OFFICE ☐ RETURNED YOUR CALL

☐ RADIO'D

☐ REQUESTED YOU CALL HIM AT 248-3634 @ 3:00 pm.

☐ WILL VISIT OFFICE AGAIN AT ______ A.M. P.M. ON ______

MESSAGE

Re Mult. Co's FAUS Project on Sellwood Bridge Ramp FAU 9704. County is almost ready to go to Contract. Now State wants an 18 mo. Geology Study. Meeting at Metro. 10:30 AM Homeview

SIGNATURE

FORM E-361

TO Wimer

DATE

TIME 8:05

WHILE YOU WERE OUT

Ed Ellison CALLED

OF

PHONE 6551

TELEPHONED	✓	IN PERSON TO SEE YOU	
PLEASE CALL	✓	WANTS TO SEE YOU	
WILL CALL AGAIN		RETURNED YOUR CALL	

MESSAGE

Bridge [illegible] [illegible]

thinks [illegible] [illegible]

Doesn't think ~~[illegible]~~ need 15 yr

May not be necessary

[illegible] to send anyone

Fred Yarbrough to go

Then John Magko attend

TAKEN BY

FORM 81-125-1619

/ / 77

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

Attention: Right-of-Way Section

Subject: Federal Aid Project No. M-9704 (2)
Project Name W. Approach, Sellwood Br.
FAU-9704 County Rd. 726

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

A ☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Portland, Oregon, this 21st day of November, 1977

County of Multnomah

~~County Judge/Chairman~~
Oliver J. Domreis
County Engineer

Commissioner

Commissioner

Certified By:

Regional Right-of-Way Supervisor
Date 11/23/77

Instructions: Complete A or B and C.
R/W File No. ______
Rev. 1/76

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. M-9704(2)

STATE PROJECT NO. See below

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 71417

FROM:

G. L. Green, Division Administrator
Salem, ORegon

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 2 '77
REFER TO Swan
FOR

Info	Inv	R.D	D.R	Sign	Act	File

orig to

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 5-31-77

FEDERAL ROUTE NUMBER FAU 9704

STATE ROUTE NUMBER County Rd.

GENERAL LOCATION:

"West approach-Sellwood Bridge (Portland) Sect."

GENERAL DESCRIPTION OF WORK:

Preliminary engineering.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION TEC not to exceed $32,000 - FF $27,450
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 5-23-77 letter.

DATE 5-31-77

SIGNATURE OF APPROVING OFFICIAL

TITLE For Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

ERT W. STRAUB

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 23, 1977

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Federal Aid Engineer

SUBJECT Project Data Submission
Item No. 71417
Project No. M-9704(2)
West Approach Sellwood Bridge
Multnomah County

Attached is support data for the subject project.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request authorization to proceed with all phases of preliminary engineering necessary to obtain PS&E approval at an estimated total cost of $32,000 with federal funds of $27,450.

CL:ljt
Att.

cc: R. N. Bothman, Metro
Gary Zehner

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)	FEDERAL - AID P
DATE SUBMITTED TO W.O.	May 23, 1977	(PPM

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEA
CARD 2	(19) (20)	Co. Rd., W. End Sellwood Br. (Portland) 21 65	ADT	* 2,200 **23,000	4,000 42,000 (66) (70)	(71)

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AU
CARD 3	P.E., Gr. HT Pave, Signals & Illum. 28 62	(63) (65)	(66) (68)	(69)	(70)	(71)	(72) (73)	(74)

CARD			
CARD	CLASS OF FEDERAL FUNDS: Urban System	COUNTY NAME	Mu
	NAME OF URBAN AREA: Portland 17-31	ROUTE NO. U	FEDERAL- 970

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	ESTIMATED PROJECT FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					**PE**			0.20	32,000	27,450
5					**ROW**					
5					**CONST** (CODE) (TOPICS) 6201 Y031		"West Approach Sellwood Bridge)	0.20	340,000	291,720

CARD	CODE	PREPARED BY				
CARD 1	CODE 1	CL	PROJECT TOTALS	0.20	372,000	319,170
1	14				(16) (23)	(24)

PROGRAM APPROVAL DATES

October 27, 1976

* Southbound Ramp
** Main Structure

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

23, 1977

rtland) 65	**ADT**	PRESENT * 2,200 **23,000	FUTURE 4,000 42,000 (66) (70)	YEAR 97 (71) (72)	REGION 10	STATE NAME Oregon	STATE CODE 41 (2) (3)	APPN CODE W36 (4) (9)	ITEM NO. 71417 (14) (18)

						PROJECT NUMBER			I. Projects Only	
E (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PREFIX LETTER(S) 14 M- 23	NUMBER 7 9704	SEQ. NO. (2) 13	POST MI. (24) (26)	DESIG. 27

COUNTY NAME Multnomah		CODE 051 (14) (16)	PROGRAM STAGE ☐ 1 OR ☐ 2
ROUTE NO. U	FEDERAL-AID 9704 (32)	STATE Co. Rd. (36)	U.S. (37) (41)

ESTIMATED PROJECT COST BY PHASES

	MILES (54) (58)	TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	0.20	32,000	27,450	2,275	2,275 (Co.)	
	0.20	340,000	291,720	24,140	24,140 (Co.)	ROW - 100' normal; Access Control-part.; Parking Restrictions-complete.
JECT TALS	0.20	372,000 (16) (23)	319,170 (24) (33)	26,415	26,415 (Co.)	

REMARKS

* Southbound Ramp
** Main Structure

-over-

USCOMM DUSCOMM-DC 48905-P61

ERT W. STRAUB
ERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 23, 1977

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Federal Aid Engineer

SUBJECT Project Data Submission
Item No. 71417
Project No. M-9704(2)
West Approach Sellwood Bridge
Multnomah County

Attached is support data for the subject project.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request authorization to proceed with all phases of preliminary engineering necessary to obtain PS&E approval at an estimated total cost of $32,000 with federal funds of $27,450.

CL:ljt
Att.

cc: R. N. Bothman, Metro
Gary Zehner

STATE OF OREG

INTERO CE MEMO

TO: E. S. Hunter
Deputy State Highway Engineer

DATE: May 16, 1977

FROM: L. W. Rulien
Program Management Engineer

SUBJECT: PROJECT ASSESSMENT
West Interchange
Sellwood Bridge
Tacoma St., FAUS 9704
Multnomah County

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Program Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:dpy

ESH
5-16-77

Attachment

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (2)
G. A. Potter (2)
George Bell
R. E. Royer
Surfacing Design - Lab Bldg.
B. L. Gifford
Region Metro Bob Bothman
District 2 : W. W. Geibel
Region Metro Geologist: Dan Gano

REC[illegible]
STATE H[illegible]
REF[illegible]

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

NOTED
H. S. COULTER

DATE: May 3, 1977

In reply refer to: 1041A.6

SUBJECT: Oregon M-9704(-)
W. Interchange, Sellwood Bridge
Project Assessment
Multnomah County

FROM : G. L. Green, Division Administrator

To : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

With his letter, dated April 26, 1977, Mr. Bothman submitted letters from the City of Portland and Multnomah County indicating coordination between these agencies. At the March 14 meeting it was explained that this project would stand alone regardless of other improvements on Macadam.

Based on this information, I now concur in your Non-Major classification and in the proposed environmental document as requested by Mr. Rulien's February 18, 1977, memorandum. You may proceed with project development activities. Other projects in the Macadam Corridor between the Sellwood and Ross Island Bridges should be advanced only as a product of the Corridor P.E. study under FA project M-9565(1).

for G. L. Green

cc:
Bothman, Metro-ODOT (w/cy. PR1240)
Potter, OSHD
Laux, ODOT

RECEIVED
STATE HWY ENGR
MAY 4 '77
REFER TO
Project Mgt.
FOR

orig. to

7117 2

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section West Approach - Sellwood Bridge

Highway Macadam Avenue FAU - 9704

County Multnomah

Date March 8, 1977, 19 77

Authorization No. 1

Survey Prefix 326-1935 (Assigned by Salem office)

Description of termini, route, length, etc.:

* ~~See attached order for force work performed by County Forces~~

		Estimate of cos
Field Survey	(901)	1,500
Citizen Participation	(902)	
City or County	(903)	26,000
Consultant	(904)	
Final Design	(905)	1,500
Bridge Design	(906)	1,000
Preliminary Design	(907)	
R/W Descriptions	(909)	
Soils & Geology	(910)	
Traffic	(911)	
Landscape	(912)	
Liaison	(913)	
Utility	(914)	
Photogrammetry	(916)	
Location Studies	(918)	
Engr. Graphics	(919)	
Office Engineer	(920)	
Specifications	(921)	1,500
Environmental	(923)	500
Planning	(924)	
Foundation Exploration	(926)	
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	

Purpose of survey: Multnomah County will perform the location and design. OSHD will perform final design, monitor project development, and award contract.

M-9704(2)

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$ 32,000
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

D. A. Willhite, Project Coordinator ~~Field Engineer~~

Recommended for Approval:

Regional Engineer

Recommended for Approval:

Location Engineer

Approved:

Deputy XXXXX State Highway Engineer

SP*23604-734

OFFICE ENGINEERING SECTION

P. E. APPR. 5-31-77

FED. AID FAUS STATE

9119

March 4, 1977

Board of County Commissioners
Multnomah County
Courthouse
Portland, OR 97204

Attention: Nancy Gilliam
Clerk of Board

MISC. CONTRACTS and
AGREEMENTS No. 5421

Gentlemen:

Attached for your records is a fully executed copy of an agreement (urban system project) for construction of a southbound offramp at the west end of the Sellwood Bridge and relocating the northbound lane of Macadam Avenue.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Dom Harwell (agree. att.)

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: February 24, 1977

In reply refer to: 1041A.6

SUBJECT: Oregon M-9704(-) Project Assessment
West Interchange
Sellwood Bridge
Multnomah County

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The Project Assessment for this section has been reviewed. We find no evidence of coordination between this project and the S.W. Macadam Ave. Corridor study authorized on 9-28-76 as FA project M-9565(1). The project limits for that P.E. effort are Ross Island Bridge to Sellwood Bridge. The FA authorization calls for development of alternative solutions, preliminary design report and an environmental assessment. Any project initiated in the Macadam corridor (except possible Title II High Hazard Safety jobs) should be a part of the improvement resulting from the corridor study and should be covered under an appropriate umbrella environmental document. A series of small projects could be identified and prioritized for implementation.

The assessment for the West Interchange project, FAUS 9704, as submitted with Mr. Rulien's February 18, 1977, memorandum, does not have FHWA concurrence and further project development should be inegrated with the Macadam P.E. study.

G. L. Green

cc:
OSHD (Potter)
" (Laux)
" (Metro Reg., Kaiser)

RECEIVED
STATE HWY ENGR
FEB 28 '77
REFER TO
Rulien
FOR

Info	Inves	R.D	D.R	Sign	Act	File
					✓	

MCH:sch ia

bc R. A. Burco
C. W. Head
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
R. N. Bothman
W. E. Schwartz
E. L. Hardt
L. W. Rulien
L. E. George
V. E. Skoog
D. N. Harwell
George Bell

DATE: October 18, 1976

TO: Oregon Transportation Commission

FROM:

H. S. Coulter
State Highway Engineer

SUBJECT: Federal-Aid Urban System Project Requests

Presented for your consideration at the October 26 meeting will be four requests for approval of Urban System Projects.

The City of Baker has requested a project, estimated to cost $102,500 to improve sections of Auburn and Washington Avenues.

Clackamas County is requesting a project, estimated to cost $288,000 to widen S.E. 82nd Drive to accommodate four lanes of traffic between Lawnfield Road and the Clackamas Highway.

Multnomah County has requested two projects. One is for widening East Burnside Road to four lanes, from Stark Street to Bull Run Road, at an estimated cost of $2,585,000. The second project is to construct an off-ramp from the Sellwood Bridge to Macadam Avenue for the purpose of reducing conflicting turn movements. Cost of this work is estimated at $370,000.

Federal Urban System funds for these four projects is estimated at $2,877,130 with the State providing approximately $234,185 in match funds and an equal amount being contributed by the local entities of government.

These projects have been investigated and are eligible for funding under the Federal-Aid Urban System Program. I recommend your approval of these projects and request authority to sign the project agreements for and on your behalf.

Att.

SUMMARY

PROPOSED URBAN SYSTEM PROJECTS

Jurisdiction	Section	Total Cost	Federal Funds	State's Share
City of Baker	Oak St.-Birch St. Auburn Ave., FAU 4860 Blam St.-Birch St. Washington Ave., FAU 4890	$ 102,500	$ 88,150	$ 7,175
Clackamas Co.	Lawnfield Rd.-Hwy. 212 82nd Dr., FAU 9653	288,000	247,680	20,160
Multnomah Co.	Sellwood Bridge Ramp Sellwood Bridge, FAU 9704	370,000	318,200	25,900
Multnomah Co.	Stark St.-Bull Run Rd. E. Burnside Rd., FAU 9822	2,585,000	2,223,100	180,950
	Total	$3,345,500	$2,877,130	$234,185

76-j
10/15/76

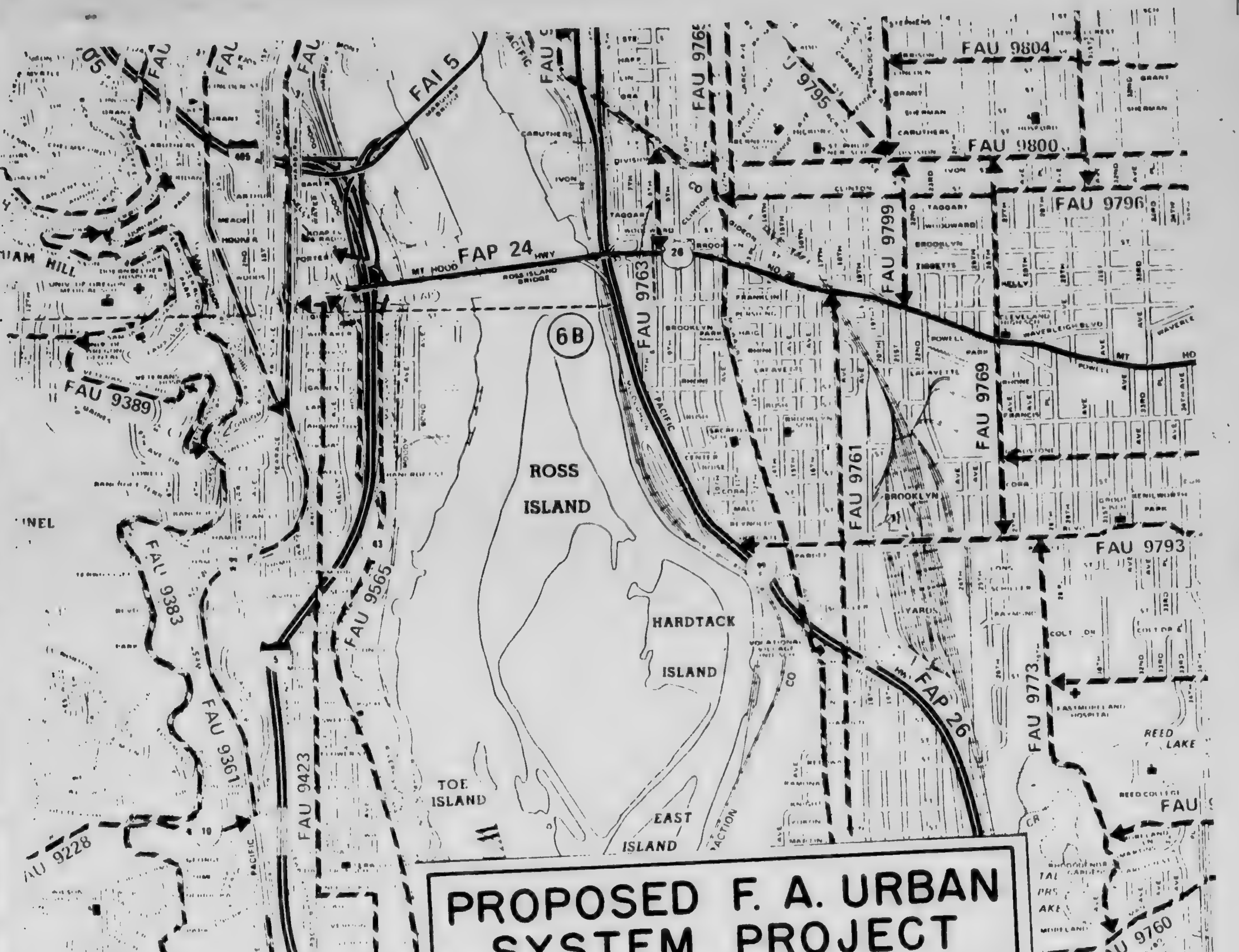
MULTNOMAH COUNTY
Proposed Urban System Project

Sellwood Bridge Ramp
Sellwood Bridge, FAU 9704
Grade, Pave, Signals
0.20 mile
$370,000

Construct new southbound off-ramp at west end of Sellwood Bridge to eliminate conflicting traffic movements and install traffic signals on Macadam Avenue at end of new ramp. Relocate existing northbound lane of Macadam Avenue under bridge to accommodate construction of new ramp.

Multnomah County will perform preliminary and construction engineering.

76-j
10/15/76



PROPOSED F. A. URBAN SYSTEM PROJECT

FAI 5
FAU 9804
FAU 9795
FAU 9800
FAU 9796
FAU 9799
FAP 24
MT HOOD HWY
ROSS ISLAND BRIDGE
FAU 9763
6B
FAU 9389
FAU 9769
FAU 9761
ROSS ISLAND
HARDTACK ISLAND
FAU 9793
FAU 9383
FAU 9565
FAP 26
FAU 9773
FAU 9361
FAU 9423
TOE ISLAND
EAST ISLAND
REED LAKE
FAU 9228
FAU 9760
FAU 9765
FAI 5
FAU 9708
FAU 9422
FAU 9704
RIVER
FAU 9383
FAU 9445
FAU 9565
FAU 9761
FAU 9707
BROOKLYN
WESTMORELAND PARK
CRYSTAL

1119

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: INT-9

INTER-OFFICE CORRESPONDENCE
Portland, OR 97213
October 15, 1976

FROM: TED SPENCE
Planning Coordinator

SUBJECT: Interstate Transfer Committee meeting, October 14, 1976

TO: ROBERT N. BOTHMAN
Ass't. State Highway Engineer

The regular members were in attendance. The agenda concerned presentations from representatives of local government on:

1.	Oswego Bridge project	$2 million
2.	Oregon City Bypass	$15 million
3.	Highway 212	$7.6 million
4.	Highway 217 interchange	$10 million
5.	Highway 217 and 72nd Avenue ramps	$1.7 million
6.	Union Avenue	$3 to $4 million
7.	E. Burnside and Sellwood Bridge	$2.6 million, and $400,000
8.	Gresham transit station	$2.9 million
9.	N. Lonbard extension	$732,000

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OCT 20 '76
REFER TO
FOR

Representative Martin made the presentation on the Lake Oswego Bridge. He expressed some displeasure with the state on its efforts to solve the problem on a state highway. The chairman of the ITC didn't seem happy that the project was being submitted for transfer funding. This is the project the state submitted for FAU PE and was refused by the TIP subcommittee.

Oregon City was well represented, and Commissioner Nichols, City Engineer Bill Parrish, City Manager Alfred Simonson, and a number of others commented. After Doug Wright's remarks it became obvious the committee didn't know about previous work performed on the project, and the state was criticized for their lack of information. There seemed to be support for the project in a down-scoped manner.

Winston Kurth gave the pitch on Highway 212. Questions concerned the down-scoping to a left-turn lane, etc.

Bruce Clark said a few words on the 72nd Avenue/Highway 217 interchange. It seems the project is a go.

NOTED
V. D. KLASSE

Tom Spear's biggest issue with the Highway 217/Sunset interchange was its omission from the Sunset transitway project. This was sent to the ICC for resolution. Bob Bothman's memo was discussed in this respect.

The E. Burnside component was presented by Bebe Rucker. Questions included the downscoping of this effort.

The extension of the Powell project to I-205 was briefly discussed, and if approved by the board, the state will be asked to use bond funds on Powell to get this section going.

Denny Wild presented the Union Avenue project as basically a TSM, land-use, transitway-type concept. Basic questions concerned the relationships to the Fremont ramps.

The Gresham transit site analysis study was explained by Bob Post. Questions included the relationship to LRT, commercial development, and auto traffic. The project costs are up to $2.9 million for the most expensive site on Powell.

The N. Lombard extension was described by Ken Johnson, It is in the ITP. Volumes are not too high--6000 ADT--but are about 20 per cent trucks; primarily grain trucks.

My impression was that the committee members were not very familiar with the projects. I suggested the group go out and look at the situations and become more familiar with them. I set up inspections for Highway 212, Oregon City, Oswego Bridge, E. Burnside, and Highway 217 interchange for next week.

I pointed out those projects on which individuals were requesting more data, such as downscoping, were in danger of being studied, while other projects were going forward. This caused some project proponents to become nervous. I indicated the issue needed to be addressed.

I suggested the following for next week's agenda:

1. Use of surplus bond monies; this remains unresolved

2. What, if anything, the ITC will recommend to the board in November, given the lack of consensus on most of the suburban county projects?

3. How and who is to study the downscoping concepts being suggested, and how does this fit into the process for forwarding other projects?

4. Are there to be presentations, as requested, to the board?

ebg

-attachments—

cc: R. A. Burco
F. B. Klaboe
H. S. Coulter

1-115

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Portland, OR 97213
September 24, 1976

FILE:

FROM: JON ROSE Jon Rose
Federal Aid Engineer

TO: GEORGE HOPKINS
Local Government Programs Engineer

SUBJECT: Federal Aid Urban System Request
Sellwood Bridge West End Approaches
E. Burnside Street (Multnomah Co.)

Here is a request submitted by Multnomah County for two projects to be funded with FAUS money. The project on East Burnside Road from Stark to Bull Run Road is shown on Page 40, Map No. 16, of CRAG's TIP, and the Sellwood Bridge West Approaches project appears on Page 41, Map No. 17 of the TIP. The requests have been reviewed in this office and while the forms are obsolete, the requests are forwarded for your processing. Oliver Domreis in Multnomah County has been advised that additional information will be necessary before these can be programmed and blank copies of the new forms have been furnished him. The project environmental assessments were submitted by the County but are being held in this office for review and will be submitted directly to the environmental unit in Salem upon completion.

You will note that the County has submitted information sheets presumably from CRAG and on the one relating to the Sellwood Bridge project, there is an error which I have circled in red. Your office should have received a copy of the new TIP, and I am assured that the information in that is correct.

If there are questions, give me a call.

ldo

Attachment

cc: Ed Hardt
Ken Rolfe
Lou Grothaus

RECEIVED
COUNTY & CITY SECTION
SEP 28 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

PROJECT MANAGEMENT
SEP 27 '76
REFER TO: Gary H
FOR
Info ☐ Investigate ☐ R/D ☐ Action ☑ File ☐ Letter ☐

7117

September 22, 1976

TO G. L. Green, Division Adm.
Federal Highway Administration

FROM
L. W. Rulien
Program Management Engineer

SUBJECT FY 1977 Annual Program

We propose adding the following project to Part 1 of the subject program:

Area: C
Item No.: 71417
Project No.: M-9704(-)
F.A. Route No.: FAU 9704
Section: W. Approaches (Sellwood Br.)
Highway: County Rd.
Begin M.P.: N/A
Length: 0.25
County: Multnomah
City: Portland
Work: P.E., Grade and Pave
Estimated Cost: $200,000
F.A. Cost: $171,600

NOTE:

(1) A-95 review satisfied by State Clearinghouse on 9-8-76 and by District 2 Clearinghouse through inclusion in CRAG TIP FY 77 annual element.

(2) R.R. Crossing Data:

Southern Pac. Transportation Co. -- Xing No. P-771.40-A
No. of Tracks -- One
No. of Trains -- 2 Thru
No. of Hi-Speed -- None
Existing Protection -- None
Proposed Protection -- Overcrossing Str.
R.R. Benefit -- Maximum

(3) Basically for construction of southbound off-ramp at west end of bridge with ramp structure in FY 78.

JLG:bb

cc: B. L. Gifford
Max Klotz (Metro)

bc: P.E. $ 20,000
Const. $180,000

1117

F.4115

STATE OF OREGON 1859

OREGON STATE HIGHWAY DIVISION

REGION 1

P.O. BOX 02157 • PORTLAND 97202 • Phone 653-3090

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

September 20, 1976

Oliver Domreis
Director of Public Works
Multnomah County
2115 SE Morrison Street
Portland, OR 97214

Re: Federal Aid Project Requests
File PRO-4

Oliver:

We have your requests for the Sellwood Bridge West end approach project and the East Burnside Street widening project from Stark Street to Bull Run Road. These are being checked now and will be forwarded to Salem so that processing can begin promptly, but I noticed that you have used some forms that are now obsolete, so there is some additional information which we will need. The old form had no provisions for indicating what part of the preliminary engineering is to be done by the County and what if any is to be done by the State. So that we may correctly prepare the County-State agreements, would you drop us a note indicating your wishes.

You'll notice that the new request form indicates by dark arrows that sketch maps are required. These need not be elaborate but we would need something to identify the location and the existing and proposed cross sections.

We can begin processing without this information but it will be necessary before we can proceed too far. I am moving my office to the East Portland Highway Building at 5821 NE Glisan, and you should send the information to me at that address. My new telephone number will be 238-8250. Incidentally, this is only a change of address-my duties will remain the same.

Jon Rose

JON ROSE
Region Federal Aid Engineer

Attachment

bc: George Hopkins
Bob Bothman

JR/cw

PROJECT MAN

SEP [illegible] '76

RECEIVED
COUNTY & CITY SECTION
SEP 23 1976
☐ ENGR. ☐ COOR. ☑ LE ☒ AE ☐ UE
☑ UPE ☐ CE ☑ RE ☐ RPE ☐

Form 81 [illegible]

FEDERAL AID URBAN SYSTEM PROJECT REQUEST

NOTE: This form is intended to collect general information for proposed projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

Date June 23, 1976

Applicant Agency Multnomah County

Federal Aid System Route No. FAU 0510 Route Name

Project Name Sellwood Bridge Ramp

Project Length Project Location (Attached sketch map)

Project Description Construct new southbound off-ramp at west end of Sellwood Bridge to eliminate conflicting traffic movements and install traffic signals on Macadam Avenue at end of new ramp. Relocate existing northbound lane of Macadam Avenue under Bridge to accommodate construction of new ramp.

Average Daily Traffic 2,200 South Bound Ramp (Est.) (23,000 main structure) Design Speed varies

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

   Width Travel Lanes Shoulders
   Medians Parking
   Sidewalks
   Other

2. Desired ~~Roadway~~ Ramp Cross Section: (Attach sketch)

   Width 22 ft. Travel Lanes one Shoulders none
   Medians none Parking none
   Curbed yes Length Curb Radii
   Sidewalk/Bikeway none
   Other

FOOTNOTES:

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SEP 28 1976
☐ ENGR. ☐ COOR. ☐ UE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Description of Proposed Roadway Work Construct new off-ramp, relocate northbound lane of Macadam; construct necessary retaining walls and install traffic signals.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width
Minimum
Maximum

2. Will Additional Right-of-Way Be Needed? no Explain

3. Will cost of additional right-of-way be included in project or will applicant acquire without cost to project?

4. Will there be any persons displaced from their homes, farms or businesses? no If so, explain

5. Will this project affect any park or recreation facility? no
If so, explain

III. TRAFFIC CONTROL DATA

1. Existing Signalization: none

2. Proposed Signalization:

Location At west end of Bridge and on Macadam Avenue at end of proposed Southbound off ramp to Sellwood Bridge
Type Actuated
Phases two
Type of Suspension
Interconnected Yes
Other

FOOTNOTES:

3. Permanent Signing:

Include in project or by applicant? Yes

4. Permanent Striping:

Include in project or by applicant? Yes

IV. ILLUMINATION DATA

1. Present Illumination and Location: 400 watt Mercury Luminaires on 170 foot centers more or less

2. Proposed Illumination:

Location 170 foot centers more or less

Type 250 watt high pressure sodium luminaires at 35 foot mounting height.

V. STRUCTURE DATA

1. Existing Structure:

Location Not affected

Type

Size

To Remain in Place? Yes

2. Proposed Structure:

Location None

Is a particular type of structure and design desired?

Approximate size of proposed structure

Are sidewalk/bikeways desired? yes

Are any utilities to be attached to structure? no

FOOTNOTES:

Are provisions for illumination desired? Yes

Are there any unusual or complicating conditions? Limited right of way between railroad and cemetery

VI. RAILROAD DATA

1. Are there any railroad crossings? No Location
Railroad runs parallel and adjacent to Macadam Ave.

Type of existing crossing
Existing crossing protection

Name of Railroad Southern Pacific
Number of tracks: Mainline one Siding Total
Angle of Intersection
Sight distance: (Direction) Distance
(Direction) Distance
Number of Trains: Passenger Speed
Freight Speed

2. Will existing railroad crossing be altered?

VII. GENERAL INFORMATION

1. Other work or conditions not covered by proceeding sections

2. Applicant's Estimate of Cost for Requested Project:

Roadway Work	$ 160,000
Right-of-Way Costs (If participating)	5,000
Traffic Control	20,000
Illumination	100,000
Structures (retaining walls)	5,000
Railroad	50,000
Other signals	30,000
Preliminary Engineering	
PROJECT TOTAL	$ 370,000

FOOTNOTES:

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

City of
By
By

Multnomah County
By
By
By

TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT SCHEDULE AND SUPPORTING COST ESTIMATE

DATE 6/23/76

PROJECT TITLE Sellwood Bridge West Approaches

REQUESTING AGENCY Multnomah County CONTACT PERSON Oliver J. Domreis PHONE 248-3634

LOCAL PRIORITY RANK ____ IMPLEMENTATION RESPONSIBILITY: STATE ____ LOCAL X

PROJECT IS: URBAN SYSTEM X PRIORITY PRIMARY ____ URBAN EXTENSION ____ UMTA ____ STATE BOND ____

SCHEDULE AND FUNDING PLAN

LEGEND:
ACTIVITY ▭
EVENT △

ITEM DESCRIPTION	FISCAL YEAR 19 76	19 77	19 78	19 79	19 80	19 81	Item Cost $
Preliminary Engineer		30,000					
Construction		150,000	190,000				
		180,000	190,000				
TOTAL $							
FHWA $		140,000	148,000				
UMTA $		20,000	21,000				
STATE $		20,000	21,000				
LOCAL $							
STATE BOND $							
$							

REQUESTOR COMMENTS:

CRAG PROJECT NO. ____

CRAG RANKING ____

CRAG APPROVALS:
TTAC ____
BOARD ____

TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT SCHEDULE AND SUPPORTING COST ESTIMATE

PROJECT TITLE Sellwood Bridge West Approaches DATE 6/23/76

REQUESTING AGENCY Multnomah County CONTACT PERSON Oliver J. Domreis PHONE 248-3634

LOCAL PRIORITY RANK ______ IMPLEMENTATION RESPONSIBILITY: STATE ____ LOCAL X

PROJECT IS: URBAN SYSTEM X PRIORITY PRIMARY ____ URBAN EXTENSION ____ UMTA ____ STATE BOND ____

SCHEDULE AND FUNDING PLAN

LEGEND:
ACTIVITY ▭
EVENT Δ

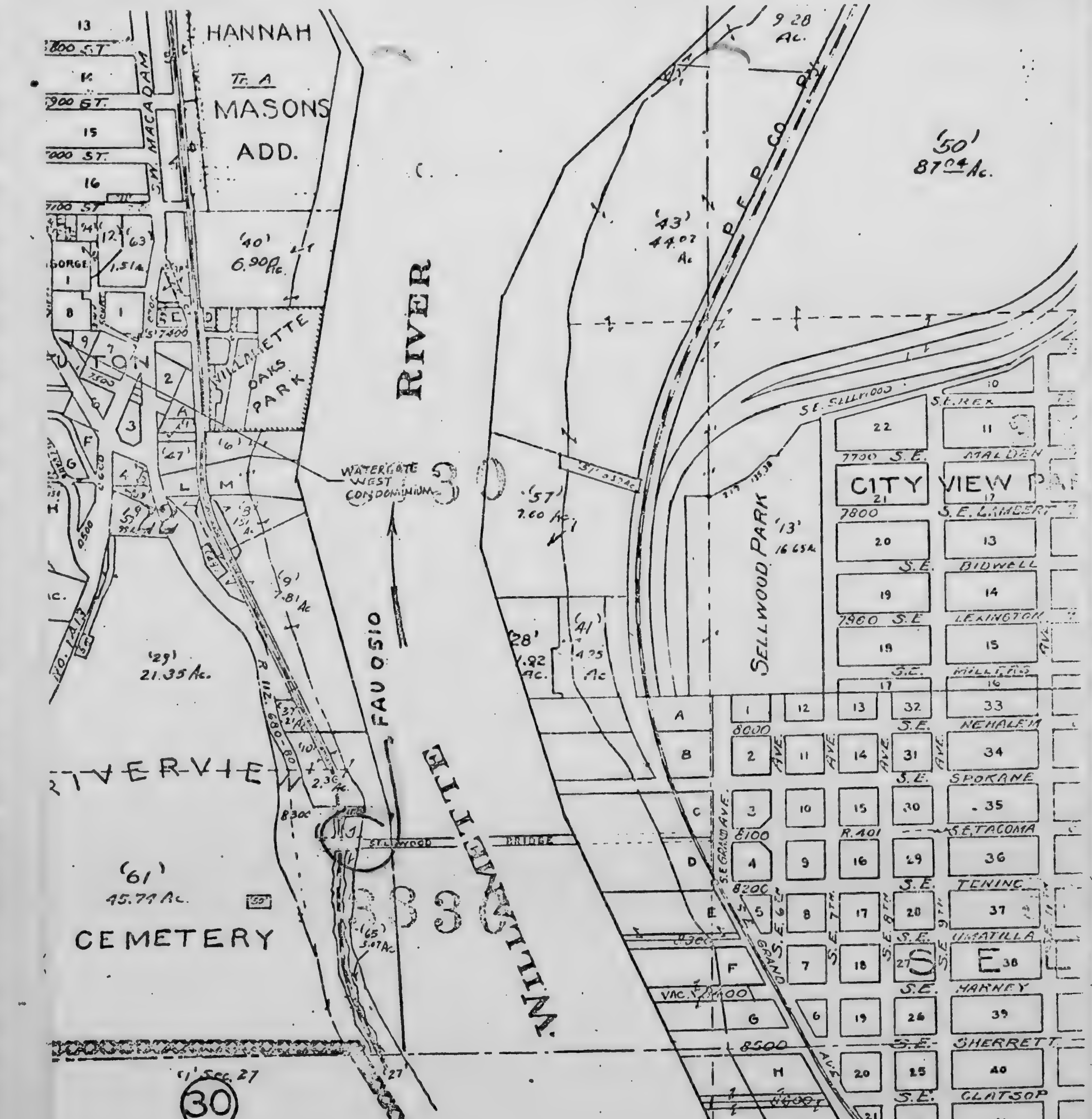
ITEM DESCRIPTION		FISCAL YEAR 19 76	19 77	19 78	19 79	19 80	19 81	Item Cost $
Preliminary Engineer			30,000					
Construction			150,000	190,000				
TOTAL	$		180,000	190,000				
FHWA	$							
UMTA	$		140,000	148,000				
STATE	$		20,000	21,000				
LOCAL	$		20,000	21,000				
STATE BOND	$							
	$							

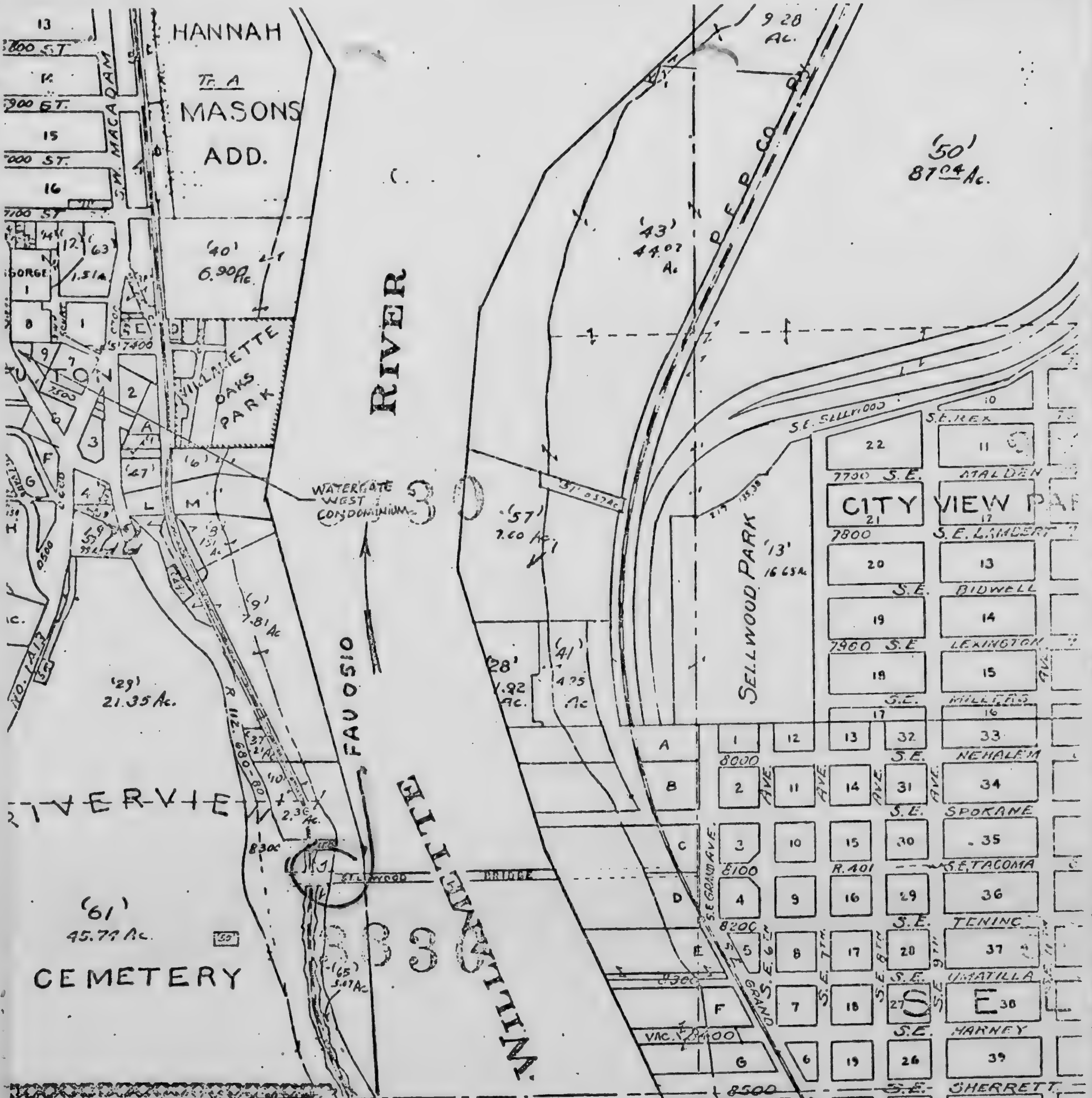
REQUESTOR COMMENTS: ______

CRAG PROJECT NO. ______

CRAG RANKING ______

CRAG APPROVALS:
TTAC ______
BOARD ______


HANNAH
Tr. A
MASONS ADD.
S.W. MACADAM
7800 ST.
7900 ST.
7000 ST.
7100 ST.
GORGE
'40'
6.90 Ac.
'43'
44.02 Ac.
'50'
87.04 Ac.
9.28 Ac.
P. E. P. CO.
RIVER
WILLAMETTE
WILLAMETTE OAKS PARK
WATERGATE WEST CONDOMINIUM
'57'
7.60 Ac.
SELLWOOD PARK
'13'
16.65 Ac.
'28'
1.92 Ac.
'41'
4.95 Ac.
'9'
7.81 Ac.
'29'
21.35 Ac.
FAU 0510
R 112. 680-80
RIVERVIEW
2.36 Ac.
SELLWOOD BRIDGE
'61'
45.74 Ac.
CEMETERY
'65'
5.07 Ac.
'1' Sec. 27
30
S.E. SELLWOOD
S.E. REX
7700 S.E. MALDEN
CITY VIEW PA
7800 S.E. LAMBERT
S.E. BIDWELL
7900 S.E. LEXINGTON
S.E. MILLER
8000 S.E. NEHALEM
S.E. SPOKANE
8100 S.E. TACOMA
R. 401
8200 S.E. TENINO
S.E. UMATILLA
S.E. HARNEY
8500 S.E. SHERRETT
S.E. CLATSOP
S.E. MARION
8800 S.E. LINN
S.E. GRAND AVE.
S.E. 6TH
S.E. 7TH
S.E. 8TH
S.E. 9TH
QUAYSIDE CONDO
5-13-76


HANNAH
Tr. A
MASONS
ADD.
S.W. MACADAM
RIVER
WILLAMETTE
FAU 0510
WATERGATE WEST CONDOMINIUM
WILLAMETTE OAKS PARK
'40'
6.90 Ac.
'29'
21.35 Ac.
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7.81 Ac.
RIVERVIEW
'61'
45.74 Ac.
CEMETERY
'65'
5.07 Ac.
SELLWOOD BRIDGE
'27'
'1' Sec. 27
30
'50'
87.04 Ac.
'43'
44.07 Ac.
'57'
7.60 Ac.
'28'
1.92 Ac.
'41'
4.75 Ac.
9.28 Ac.
P.E.P. CO. RY.
SELLWOOD PARK
'13'
16.65 Ac.
CITY VIEW PA
S.E. SELLWOOD
S.E. REX
S.E. MALDEN
S.E. LAMBERT
S.E. BIDWELL
S.E. LEXINGTON
S.E. MILLER
S.E. NEHALEM
S.E. SPOKANE
S.E. TACOMA
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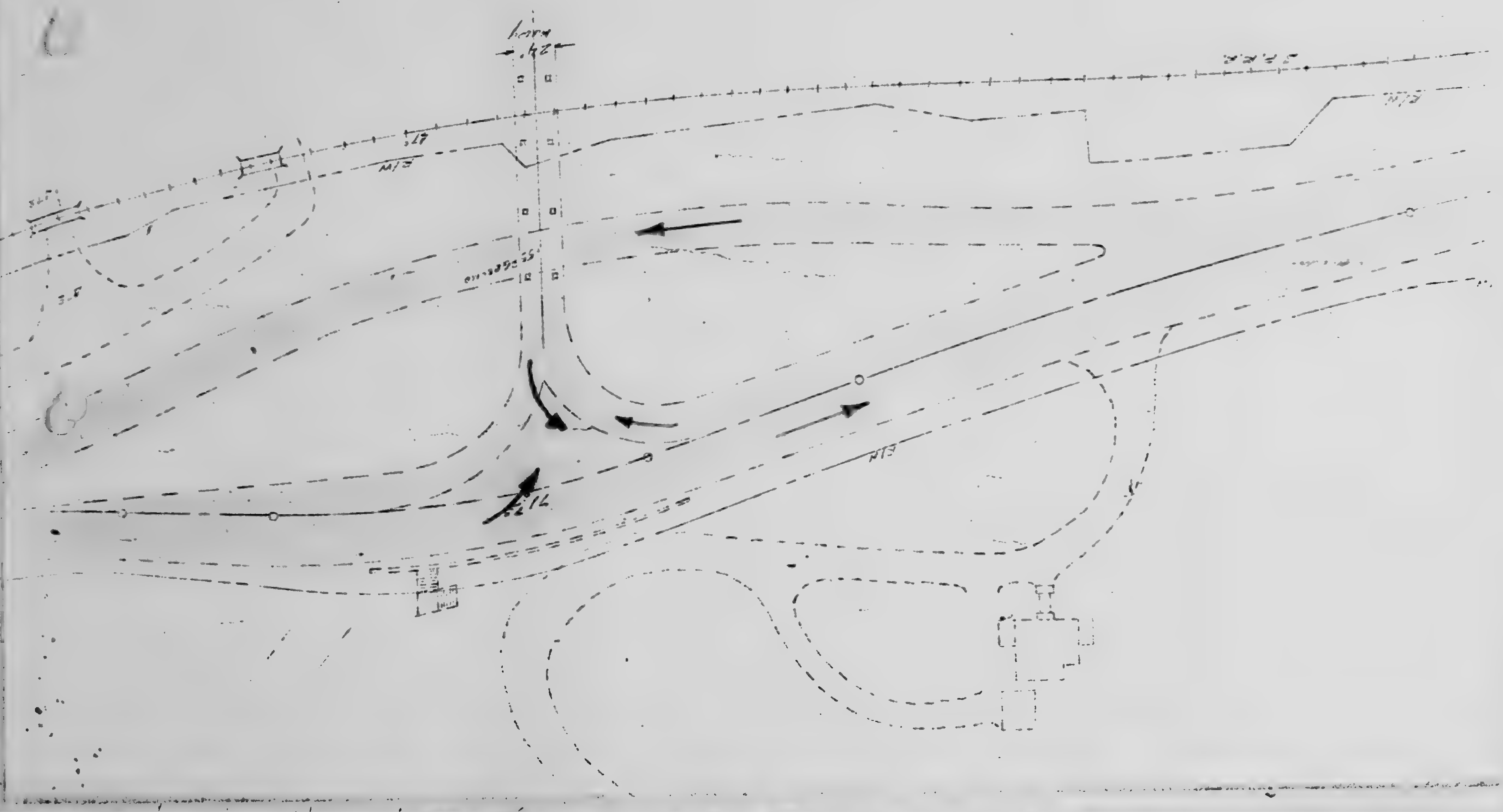
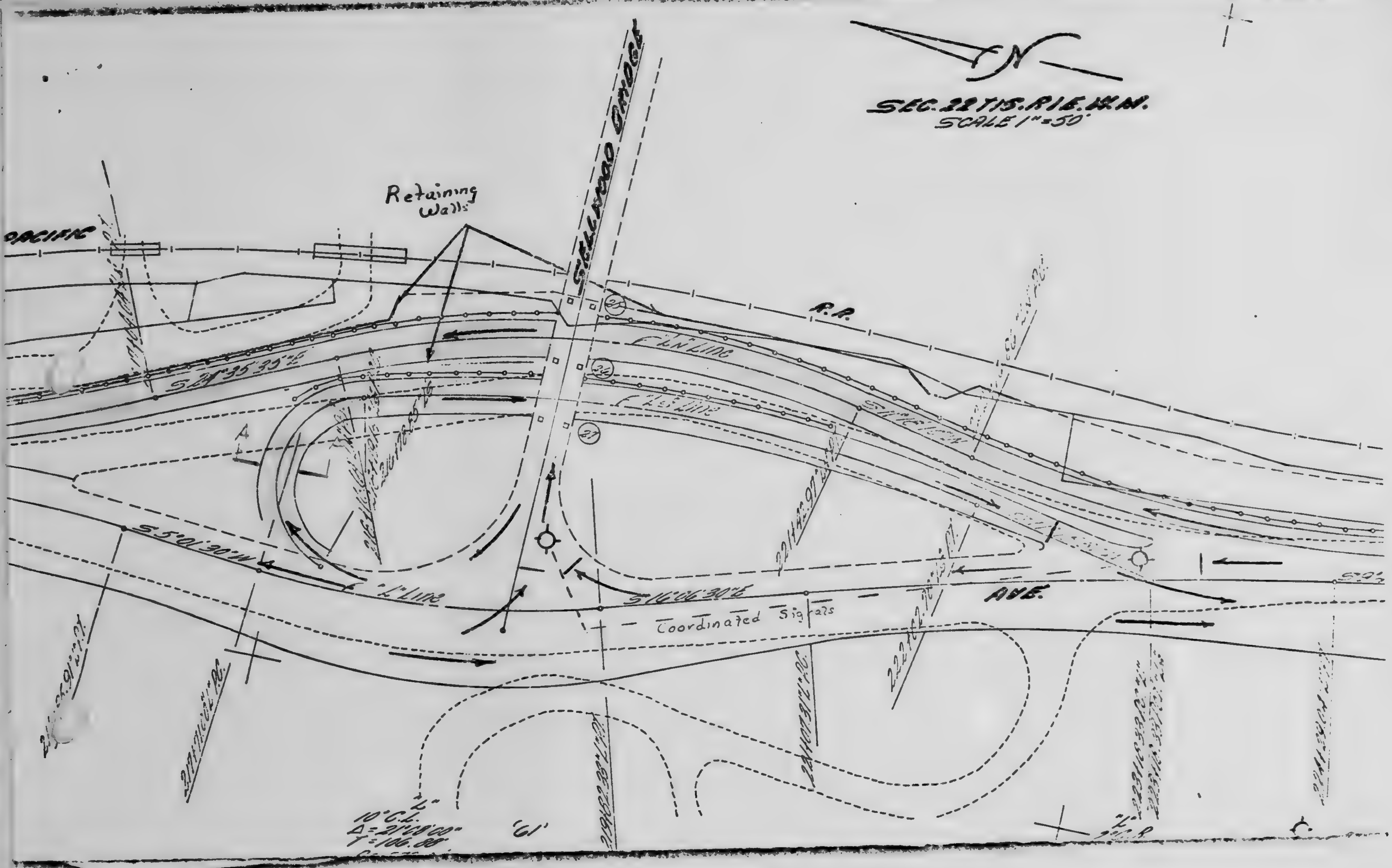
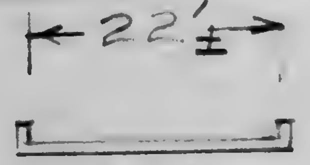
S.E. HARNEY
S.E. SHERRETT
S.E. CLATSOP
S.E. MARION
S.E. LINN
S.E. GRAND AVE.
S.E. 6th AVE.
S.E. 7th AVE.
S.E. 8th AVE.
S.E. 9th AVE.
QUAYSIDE CONDO
R. 112. 680-80
7100 ST.
7000 ST.
6900 ST.
6800 ST.
8000
8100
8200
8300
8400
8500
8700
8800
7700
7800
7900
R. 401
S.E.

5-13-76

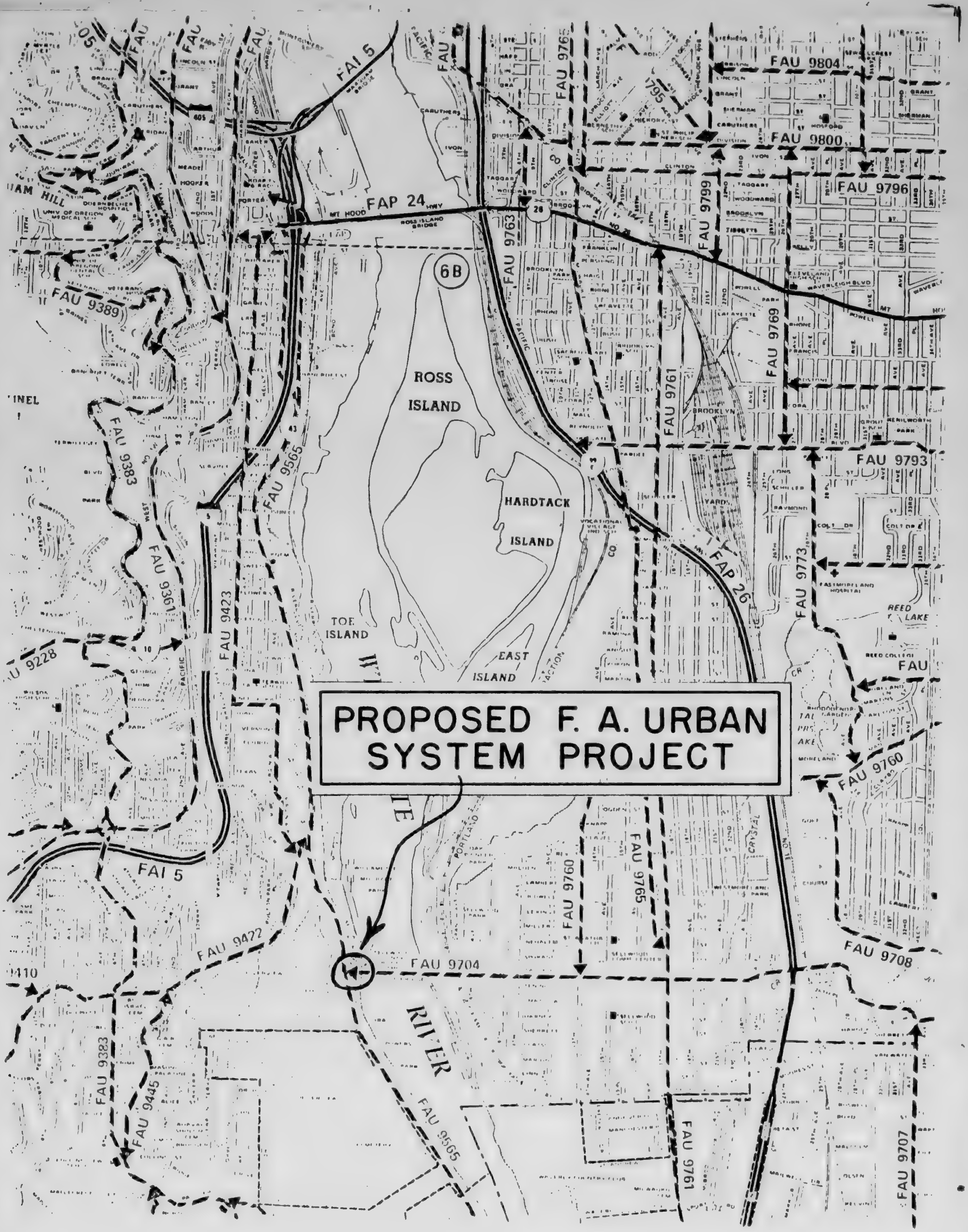
Existing Traffic Pattern
West End of Sellwood Bridge




SEC. 22 T.1S. R.1E. W.M.
SCALE 1" = 50'
N
Retaining Walls
PACIFIC
R.R.
SELLWOOD BRIDGE
S.24°35'35"E
"L" Line
S.5°01'30"W
S.16°06'30"E
Coordinated Signals
AVE.
A
"L"
10° C.L.
Δ=21°48'00"
T=106.88'



Proposed Off-Ramp
West End of Sellwood Bridge


PROPOSED F. A. URBAN SYSTEM PROJECT

FAI 5
FAU 9804
FAU 9800
FAU 9796
FAU 9799
FAU 9795
FAU 9766
FAP 24
MT HOOD HWY
ROSS ISLAND BRIDGE
26
6B
FAU 9763
FAU 9389
FAU 9769
FAU 9761
ROSS ISLAND
HARDTACK ISLAND
FAU 9793
FAU 9383
FAU 9565
FAP 26
FAU 9361
FAU 9423
FAU 9773
TOE ISLAND
EAST ISLAND
FAU 9228
REED LAKE
FAU
FAU 9760
FAI 5
FAU 9760
FAU 9765
FAU 9422
FAU 9704
FAU 9708
RIVER
FAU 9383
FAU 9445
FAU 9565
FAU 9761
FAU 9707
AM HILL
UNIV OF OREGON MEDICAL SCHOOL
BROOKLYN
YARDS
EASTMORELAND HOSPITAL
REED COLLEGE
POWELL
HOLGATE
CLINTON
DIVISION

Domreis

JUN 3 12 38 PM '76
MULTNOMAH COUNTY
OREGON

BEFORE THE BOARD OF COUNTY COMMISSIONERS

FOR MULTNOMAH COUNTY, OREGON

In the Matter of the Approval of the)
Initial 1977 Federal Aid Urban System)
Project Submission)

RESOLUTION

WHEREAS, the initial 1977 submission for projects to be funded through the Federal Aid Urban System is presently being made to CRAG; and

WHEREAS, submissions are limited by 1977 funds available under the Federal Aid Urban System and projects presently programmed in the region; and

WHEREAS, it is understood further 1977 project submissions may be made upon revision of 1977 funding allocations or project revisions;

NOW, THEREFORE, BE IT RESOLVED that the Board of County Commissioners of Multnomah County, Oregon, approves the submission of the Sellwood Bridge West End Approaches and East Burnside Street, which are fully described on the attached Transportation Improvement Program Project Summaries for Federal Aid Urban System Projects.

May 27, 1976

BOARD OF COUNTY COMMISSIONERS
MULTNOMAH COUNTY, OREGON

By Donald E. Clark
Chairman

Approved as to Form:

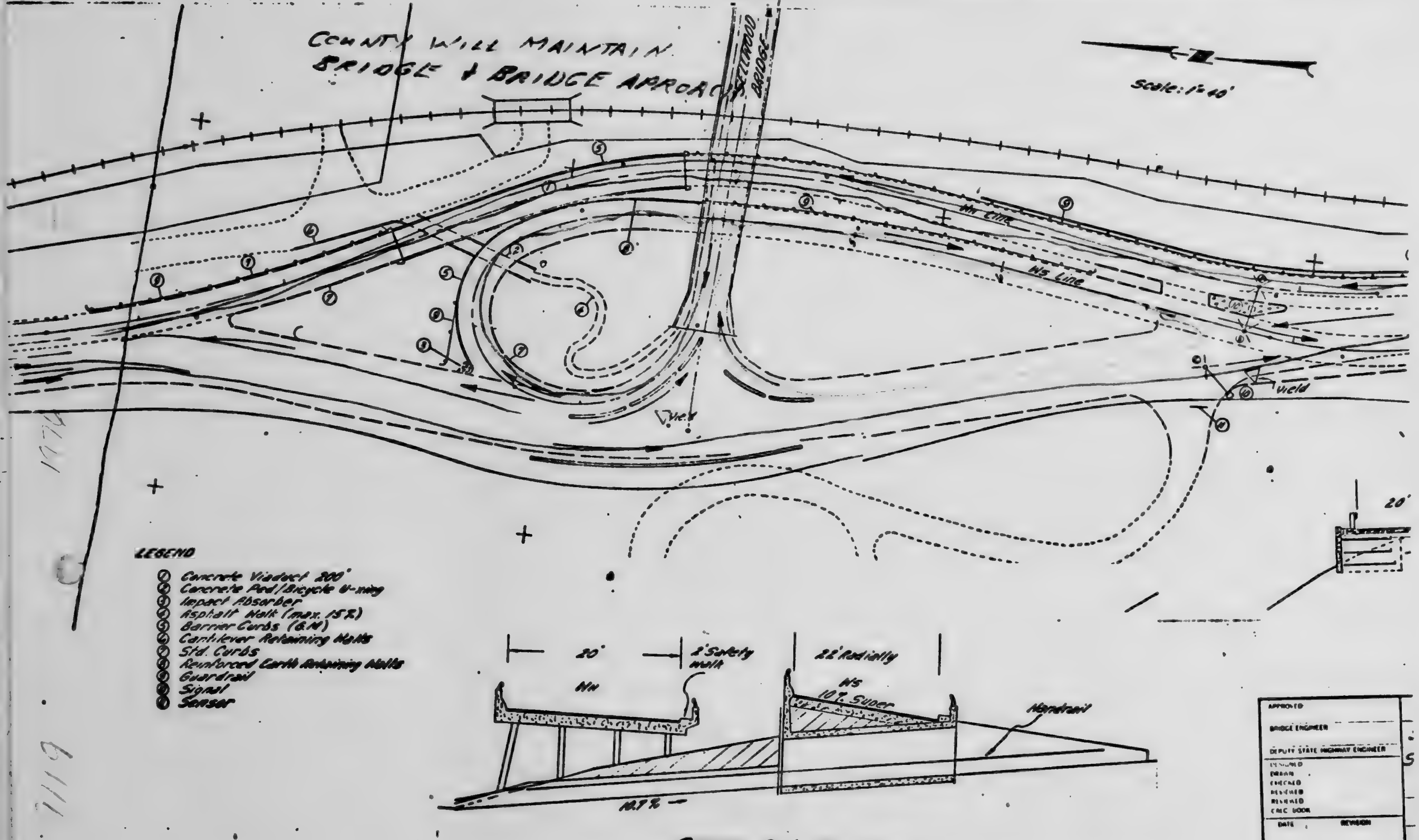
GEORGE M. JOSEPH
County Counsel for
Multnomah County, Oregon

By
Deputy

Copy to: Bebe Ruecker
DES
Cramton
Domreis ✓
Bob Johnson (Traffic)

Dir DES
X DES Asst.
DES Sec.
Dir Opr. Maint.
Dir. Comm. Ser.
Dir Plan Dev.
Comp Plan
Land Zone
X County Eng
Eng. Sec.
Prog. Coord.
Desg Const.
Eng Plan
Neigh Imp
Traffic
Off Eng.
Draft
Surveyor
Clerical
Permits
Parks
Accounting

COUNTY WILL MAINTAIN SUB SURFACE
IN AREAS OF EARTH FILL AND EARTH FILLED WALLS


COUNTY WILL MAINTAIN
BRIDGE & BRIDGE APPROACH
SELLWOOD BRIDGE
Scale: 1"=40'
Nn Line
Ns Line
Yield
Yield
20'
LEGEND
① Concrete Viaduct 200'
② Concrete Ped/Bicycle U-xing
③ Impact Absorber
④ Asphalt Walk (max. 15%)
⑤ Barrier Curbs (G.M)
⑥ Cantilever Retaining Walls
⑦ Std. Curbs
⑧ Reinforced Earth Retaining Walls
⑨ Guardrail
⑩ Signal
⑪ Sensor
20'
2' Safety Walk
22' Radially
Nn
Ns
10% Super
Handrail
10.7%

SECTION @ ℄ PED U-XING

Scale 1"=10'

APPROVED

BRIDGE ENGINEER

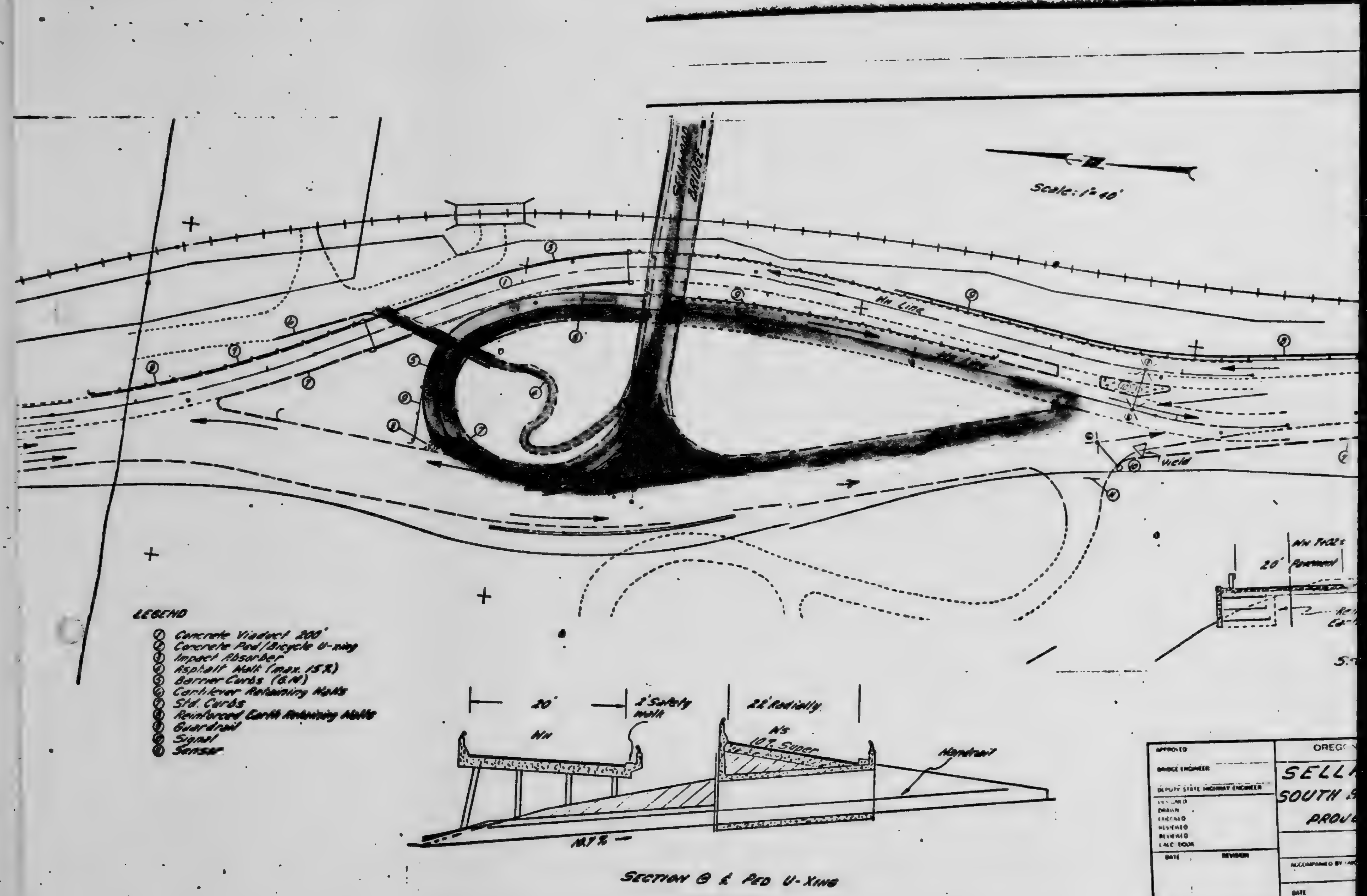
DEPUTY STATE HIGHWAY ENGINEER

DESIGNED
DRAWN
CHECKED
REVISED
REVISED
CALC BOOK

DATE	REVISION

117

1119


SELLWOOD BRIDGE
Scale: 1"=40'
N
NW Line
NW Line
Weld
20'
NW Prop's
Pavement
Re-
Co-
S.
20'
NW
2' Safety Walk
22' Radially
NS
10% Super
Handrail
10.1%

LEGEND

① Concrete Viaduct 200'
② Concrete Ped/Bicycle U-xing
③ Impact Absorber
④ Asphalt Walk (max. 15%)
⑤ Barrier Curbs (G.M.)
⑥ Cantilever Retaining Walls
⑦ Std. Curbs
⑧ Reinforced Earth Retaining Walls
⑨ Guardrail
⑩ Signal
⑪ Sensor

SECTION @ ℄ PED U-XING
Scale 1"=10'

APPROVED

BRIDGE ENGINEER

DEPUTY STATE HIGHWAY ENGINEER

DESIGNED
DRAWN
CHECKED
REVIEWED
REVIEWED
CALC. BOOK

DATE	REVISION

OREG

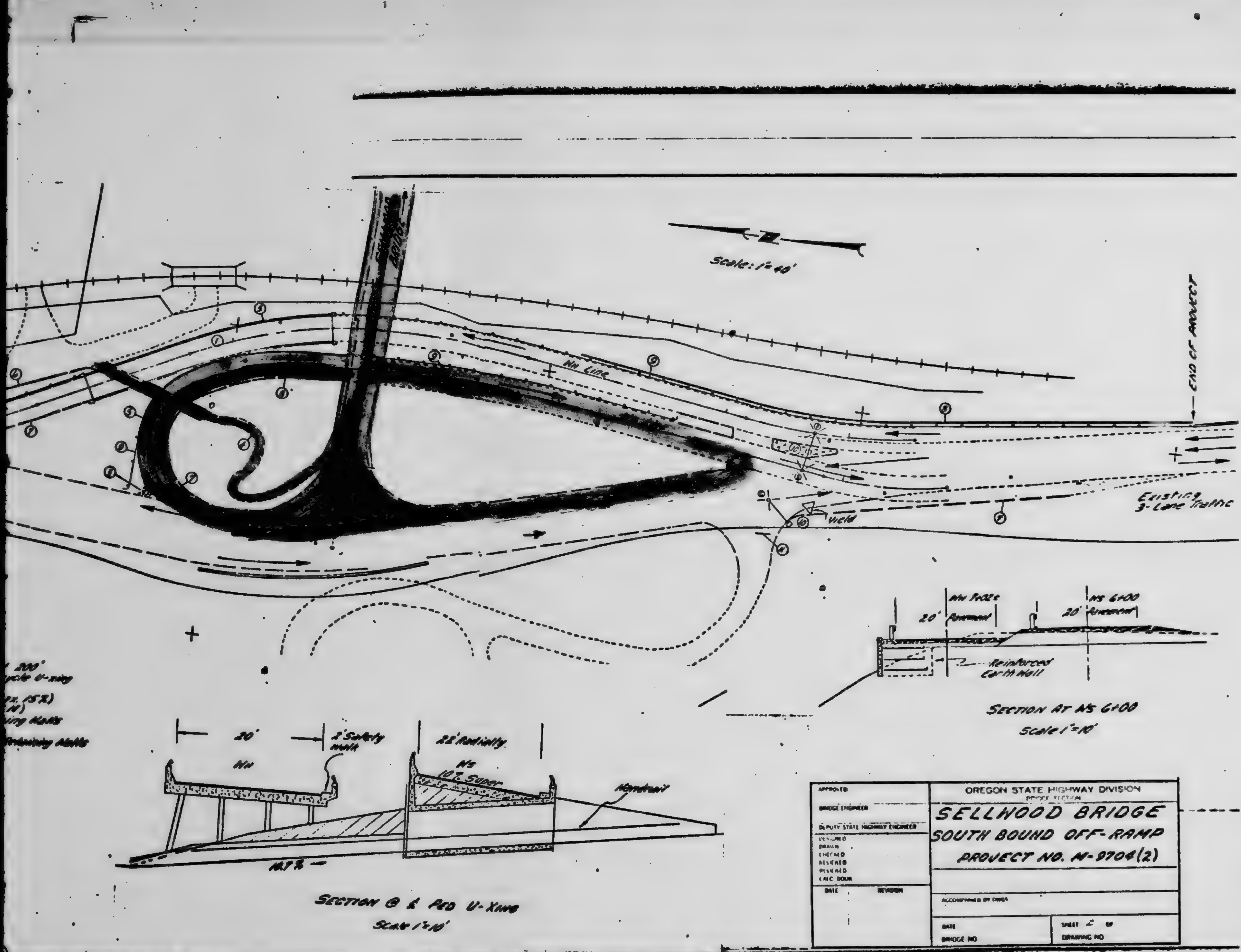
SELL

SOUTH

PROJ

ACCOMPANIED BY

DATE
BRIDGE NO


Sellwood Bridge
Scale: 1"=40'
End of Project
NH Line
Existing 3-Lane Traffic
Yield
NH 7+03±
20' Pavement
NS 6+00
20' Pavement
Reinforced Earth Wall
Section At NS 6+00
Scale 1"=10'
200'
cycle U-xing
x. (5%)
N)
ing Walls
Retaining Walls
20'
2' Safety Walk
22' Radially
NH
NS
10% Super
Handrail
10.7%
Section @ ℄ Ped U-Xing
Scale 1"=10'

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

SELLWOOD BRIDGE
SOUTH BOUND OFF-RAMP
PROJECT NO. M-9704(2)

APPROVED:
BRIDGE ENGINEER
DEPUTY STATE HIGHWAY ENGINEER
DESIGNED
DRAWN
CHECKED
REVIEWED
REVIEWED
CALC. BOOK

DATE	REVISION

ACCOMPANIED BY DWGS

DATE
BRIDGE NO
SHEET 2 OF
DRAWING NO

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

10-8

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Hamilton Elect., Inc. No. 8887	Cornelius Signal Project Washington County	September 4, 1980
Sims Elect. of Medford, Inc. No. 9039	S. 6th St. @ Gettle St. & Madison St. (Klamath Falls) Klamath County	September 4, 1980
Stillwell Const. Co. No. 9015	Portland-Idaho State Line 10 Counties	September 4, 1980
R.J.Taggart Const. Co. No. 9151	Bachelor Rock Production Deschutes County	September 5, 1980
Columbia West Materials & Constructors No. 8972	N. Newman Ave.-N. Woolsey Ave., N.Greeley Ave.-N.Delaware Ave. & N.67th @ NE Hassalo St.(Port.) Multnomah County	September 5, 1980
L. W. Vail Co. No. 9034	E.Newport Ave.-Umatilla-Stanfield Hwy. (Hermiston) Umatilla County	September 8, 1980
Ross Bros.Const.,Inc. No. 8941	Beaver Creek Bridge Coos County	September 11, 1980
Hamilton Elect., Inc. No. 8930	The Dalles-Calif. Hwy. @ O.B. Riley Rd. (Bend) Deschutes County	September 11, 1980
Continental Crushing & Leasing, Inc. No. 9049	Basque Rock Production Malheur County	September 17, 1980
Hamilton Elect., Inc. No. 8939	Esplanade St.-Shasta Way & Shasta Way (Klamath Falls) Klamath County	September 18, 1980
Seubert Excavators, Inc. No. 9120	White River Rock Production Hood River & Clackamas Counties	September 18, 1980
Sims Electric, Inc. No. 9027	Wallowa Lake Hwy. @ Grande Ronde Shopping Center (LaGrande) Union County	September 22, 1980
Hamilton Elect.,Inc. No. 9070	Pac. Hwy.W @ Springbrook St.(Newberg) Yamhill County	September 22, 198

Contractor and Contract No.	Section and County	Acceptance Date
Stukel Rock & Paving, Inc. No. 8986	The Dalles/Calif. Hwy.-S. 6th St. Klamath County	September 25, 1980
Baker Redi-Mix, Inc. No. 8973	Nelson Point Intchge. Baker County	September 26, 1980
Weaver Const. Co. No. 9024	Umatilla River (Main St.) Bridge (Pendleton) Umatilla County	September 30, 1980
Willamette-Western Corp. No. 8946	Pac. East (SE Grand Ave.) Multnomah County	September 30, 1980
Gaines Construction No. 9091	Eightmile Creek Bridge Morrow County	October 1, 1980
Columbia Pacific Construction, Co. No. 9023	Ash Creek Bridge Polk County	October 3, 1980
Douglas S. Coats Construction No. 8947	Deschutes River (Sherars) Bridge Wasco County	October 3, 1980
Eugene Sand & Gravel, Inc. No. 9044	6th St.-Territorial Hwy. (Veneta) Lane County	October 3, 1980
Hamilton Const. Co. No. 9080	S. Umpqua R. (Shady) Bridge, N. Bd. Douglas County	October 3, 1980
Continental Crushing & Leasing No. 9048	Seneca Rock Production Grant County	October 3, 1980

October 8, 1980

For C. T. Keasey
Asst. State Highway Engineer

912

September 23, 1980

American States Insurance Company
P. O. Box 12316
Seattle, Washington 98111

CON 5
#9120

Attention: Surety Department

Gentlemen:

Contract No. 9120 awarded to Seubert Excavators, Inc., for the White River Rock Production Project on the Mt. Hood Highway in Hood River and Clackamas Counties was completed on August 4, 1980, and accepted by the State Highway Division on September 18, 1980.

Final payment in the amount of $12,760.45 will be released to the contractor after September 29, 1980. The total contract amount is $255 206.76 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn

cc Seubert Excavators, Inc.
P. O. Box 57
Cottonwood, ID 83522

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Dale Allen

1166

29

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

DATE

PREFIX

IDENTIFICATION

PROJECT NAME: Tualatin Valley Highway at SW Cedar Hills Blvd.

HIGHWAY NAME Tualatin Valley	HIGHWAY NUMBER 29

REGION 1	ADMINISTRATIVE DISTRICT 2A	COUNTY Washington	CITY Beaverton

LENGTH: 0.1

MILEPOST NUMBER: 3.8 TO 3.9

☐ RURAL ☒ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO

IF YES, UNIT OF GOVERNMENT

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☒ STATE ☐ FAUS ☐ OTHER

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☒ GRADING ☒ PAVING ☐ STRUCTURE ☐ SIGN ☒ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Provide a right turn lane on the northwest corner of the TV Highway at SW Cedar Hills Blvd. intersection. Relocate one signal pole. Provide a signal head for the new right turn lane.

A sketch is attached of the proposed intersection design showing the approximate storage length~~s~~ needed for the right turn lane~~s~~.

REFERRED TO
Board
Cole
Erikson
Hager
Stoudenmeyer
Mann
Watson
Leu
Dorn
Discuss Do File Copy Due
SIGNAL DESIGN ENGINEER

1 Versteeg ✓
Anderson
2 Christensen Don
3 Olson C.W.
Sullivan
Terpin
Trost
4 Wakerig

RECEIVED
AUG 1? 1980
ROAD DESIGN SECTION

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME) 1978 - 31,200	PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☐	☐	☐	☐
PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH): 35

DESIGN STANDARDS

TRAFFIC ANALYSIS: ☐ LIGHT ☒ MEDIUM ☐ HEAVY

APPROVED
Frank E. Terpin
Location Engineer
Date 8/11/80

FORM 734-1730 (12-78) Page 1

3 - FEATURES

	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	Three 12' lanes	Four 12' lanes
SHOULDERS		1'
MEDIANS	12'	12'
PARKING LANES		— —
SIDEWALKS	6' and 8'	Two 6'
BIKEWAYS		4'-6'
INTERCHANGES		— — —
OTHER:		— — —

	YES	NO	MAYBE		YES	NO	MAY
Channelization	☒	☐	☐	Right of Way (cont.) Improvements	☒	☐	☐
Frontage Roads	☐	☒	☐	Access Control	☐	☒	☐
Traffic Signals	☒	☐	☐	Railroad Crossing	☐	☒	☐
Signing	☐	☒	☐	At Grade	☐	☒	☐
Illumination	☐	☒	☐	Separated	☐	☒	☐
Structures	☐	☒	☐	Railroad Encroachment	☐	☒	☐
Stage Construction	☐	☒	☐	Permits	☐	☒	☐
Pedestrian Crossing	☐	☒	☐	Conditional Use	☐	☒	☐
Rest Area	☐	☒	☐	Flood Plain	☐	☒	☐
Truck Scale Site	☐	☒	☐	Irrigation District	☐	☒	☐
Landscaping	☐	☒	☐	Water District	☐	☒	☐
Drainage	☒	☐	☐	Drainage District	☐	☒	☐
River ____________	☐	☒	☐	Div. of State Lands	☐	☒	☐
Stream ____________	☐	☒	☐	Dept. of Geology & Min. Ind.	☐	☒	☐
Storm Sewer	☒	☐	☐	Corps of Engineers	☐	☒	☐
Sanitary Sewer	☐	☒	☐	Coast Guard	☐	☒	☐
Right of Way 2 parcels	☒	☐	☐	DEQ NPS Air Pollution	☐	☒	☐
Simple Acquisition	☒	☐	☐	DEQ NPS Water Pollution	☐	☒	☐
Complex Acquisition	☐	☒	☐	Building	☐	☒	☐
Relocations	☐	☒	☐	Fish & Wildlife Approval	☐	☒	☐

FEATURES (cont.)

FEATURES (cont.)	YES	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☐	☒	☐	Hydraulics Study	☐	☒	☐
Environmental Assessment	☐	☒	☐	Soils Investigation	☒	☐	☐
Statewide Assessment	☐	☒	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☐	☒
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☒	☐	☐
Public Hearing ______	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☒	☐	Reconnaissance Available	☒	☐	☐
Utilities	☒	☐	☐	Design Review	☐	☒	☐

Type Electrical

4 - WORK ITEMS

	TO BE PERFORMED BY APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT–OF–WAY	☐	☒	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	(2)	1
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	1
RIGHT-OF-WAY ACQUISITION	( )	9
P.S. & E. DOCUMENTS	( )	4

	(Region)	(Salem)
RECOMMENDED CONSTRUCTION DATE		F3Q'81

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING

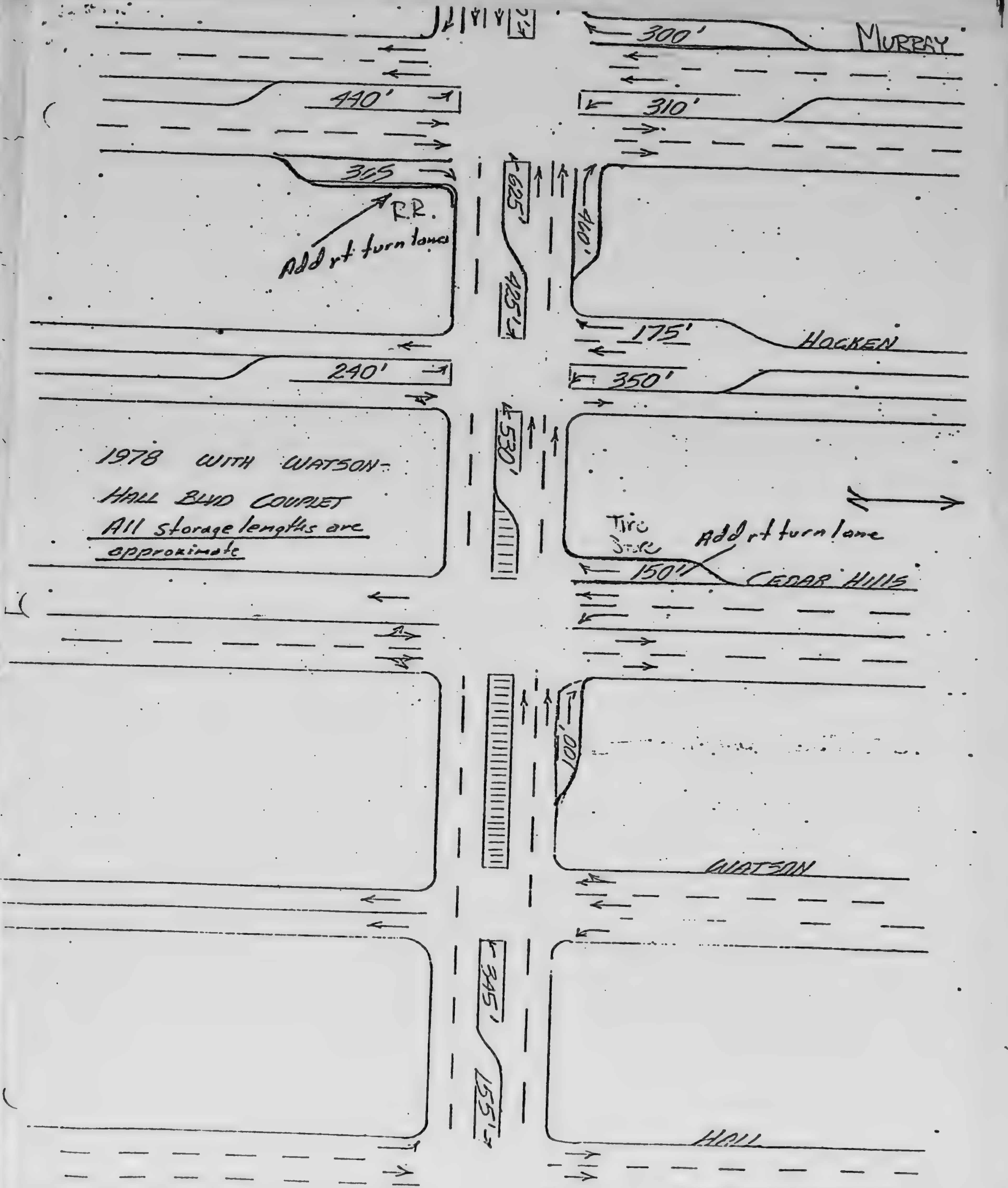
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	13,700	14,900
RIGHT OF WAY	35,000	
TRAFFIC CONTROL	15,000	
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY	70,000	
OTHER ________________		
ENGINEERING & CONTINGENCIES (included above)...		
PROJECT TOTAL	133,700	134,900

SUBMITTED BY ____________________



1978 WITH WATSON-HALL BLVD COUPLET

All storage lengths are approximate

MURRAY
300'
440'
310'
365
R.R.
Add rt turn lanes
625
460'
425'
175'
HOCKEN
240'
350'
530'
Tire Store
Add rt turn lane
150'
CEDAR HILLS
100'
WATSON
345'
155'
HALL

wn 5/11/77

9120

[illegible] CON 5/9120

FORM 81-734-3001
OREGON STATE HIGHWAY DIVISIC

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: WHITE RIVER ROCK PRODUCTION
WEEK ENDING: August 9, 1980
SECTION PREFIX: 3-8313
HIGHWAY: MT. HOOD
COUNTY: HOOD RIVER & CLACKAMAS
NAME OF JOB: WHITE RIVER ROCK PRODUCTION
KIND OF WORK: ROCK PRODUCTION
CONTRACTOR: SEUBERT EXCAVATORS, INC.
CONTRACT NUMBER: 9120
FEDERAL AID PROJECT NUMBER: state project
DATE OF CONTRACT: MAY 6, 1980
DATE WORK STARTED: JUNE 30, 1980
ESTIMATED COMPLETION DATE: AUGUST 25, 1980
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN -0- SUPERVISION -0-
SPECIFIED WORK DAYS:
SPECIFIED CALENDAR DAYS: 100
WORK DAYS USED:
CALENDAR DAYS USED: 75
SPECIFIED COMPLETION DATE: -
PERCENT OF TIME ELAPSED: 75
PROJECT AUTHORIZATION: $ 290,446.50
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
EXCLUSIVE OF ENGINEERING: $ 267,415.50
ENGINEERING AUTHORIZATION: $ 23,031.00
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 267,415.50
ENGINEERING COST TO DATE: $ 12,000.00
DATE PROJECT WAS COMPLETED: 8/1/80
ESTIMATED PERCENT: OVERRUN UNDERRUN - %
PERCENT OF AUTHORIZATION: 52 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT			-		
MILES PARTIALLY COMPLETED			-		
MILES COMPLETED			-		
TOTAL ESTIMATED QUANTITIES (CONTRACT)			90,000 CY		
TOTAL QUANTITIES CORRECTED TO DATE			90,000 CY		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			89,755 CY		
AVERAGE DAILY QUANTITIES			-0-		
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME			-0-		
NUMBER OF SHIFTS PER DAY			-0-		
HOURS PER SHIFT			-0-		

EQUIPMENT USED DURING THE WEEK:
None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 3	Fair, hot	1		
MONDAY 4	Fair, hot	1		
TUESDAY 5	Fair, warm	1		
WEDNESDAY 6	Fair, windy	1		
THURSDAY 7	Fair, O'cast AM	1		
FRIDAY 8	Ptly Cldy, Fair	1		
SATURDAY 2	Fair, hot	1		

RECEIVED
AUG 11 1980
CONSTRUCTION BRANCH
[illegible]
Burg
[illegible]
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 3	No Activity
MONDAY 4	No activity
TUESDAY 5	No activity
WEDNESDAY 6	No activity
THURSDAY 7	No activity
FRIDAY 8	No activity
SATURDAY 2	No activity

REMARKS

This week: No activity by contractor. 2nd Notification being submitted this date, as project was finished on 8/1/80

Next week: Semi-final estimate in progress.

SIGNED W. Reid Meritt LOCATION THE DALLES
W. R. MERITT, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

cc: Construction (2) Region IV (1) Region I (1) File (1)

9120

May 21, 1980

Central Idaho Agency, Inc.
Box 77
Cottonwood, ID 83522

CON 5
Contract #9120

Gentlemen:

On Contract No. 9120 awarded to Seubert Excavators, Inc., the State Insurance Division has notified us that they cannot approve F. S. Mader signing as Attorney-in-Fact for the American States Insurance Company as there is no Power of Attorney on file for him.

Please file a Power of Attorney for F. S. Mader with the Insurance Division, 158 - 12th Street N.E., Salem, OR 97310. There is a registration fee of $5.

If you do not wish to file a Power of Attorney, please have someone sign who has proper authorization and return the two copies of this contract to our office, 121 Transportation Building, Salem, OR 97310.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc
Enclosures

cc: American States Insurance Company
P. O. Box 12316
Seattle, WA 98111

Seubert Excavators, Inc.
P. O. Box 57
Cottonwood, ID 83522

bc: C. T. Keasey
Walt Hart
Dale Allen
W. Reid Meritt

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 3/20/80

Donald L Rout

April 24, 1980 Bid Letting ______ All Clear Deadline

SECTION White River Rock Production

Highway Mt. Hood

County Hood River Region I

Type of Work Rock Production Funds Rk. Prod.

State____ Consultant ____ Plans Avail.___Yes ___No

N/A No Fed Funds

DOCUMENTS:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
EIS	☐	☐	☐	☐	☐	
Negative Declaration	☐	☐	☐	☐	☐	
Project Assessment	☐	☐	☐	☐	☐	
Write-off Letter	☐	☐	☐	☐	☐	

PERMITS:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Division of State Lands	☒	☐	☐	☐	☐	
D.O.G.M.I.	☐	☒	☐	☐	☒	
Corps of Engineers	☒	☐	☐	☐	☐	
Coast Guard	☒	☐	☐	☐	☐	
Co. Conditional Use	☒	☐	☐	☐	☐	
NPS Air Pollution	☒	☐	☐	☐	☐	
NPS Water Pollution	☒	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	

CULTURAL:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Cultural Survey	☐	☒	☐	☐	☒	
Cultural Salvage	☒	☐	☐	☐	☐	

NOISE:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Noise Study	☒	☐	☐	☐	☐	

9120

MAI 17-1

STATE OF OREGON
HIGHWAY DIVISION-MAINTENANCE BRANCH

INTEROFFICE MEMO

TO: Don Trout
Design Section

DATE: January 25, 1980

SUBJECT:

Need USFS
Special Use
Permit

One more rock production. Vital statistics are:

NAME: White River
QUANTITY: 90,000 cubic yards
ESTIMATED COST: $400,000
BID DATE: April or May
COMPLETION: September 1, 1980
COSTS TO: 23% to 43-4411-190
77% to 43-4403-190

Information from Region 1 is attached. If you have questions, you should contact Dave Wilhite in Milwaukie. Please pass the appropriate information to Project Management so they can program the job.

Ken Karnosh
Kenneth D. Karnosh
Maintenance Office Coordinator

KDK:ji
Enclosure

Versteeg
Anderson
Copy Christensen
Olson
Copy Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JAN 25 1980
ROAD DESIGN
SECTION

Do Not File
Return To
Bring Up /
Action

81-125-1387

9122

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Milwaukie, Oregon 97222

January 22, 1980

FILE: MAI 17-1-2

FROM: DAVID A WILLHITE 653-3086
Asst. District Engineer

SUBJECT: ROCK PRODUCTION CONTRACT

TO: R. L. SCHROEDER
Asst. State Highway Engineer

Enclosed is a request for a rock production contract to produce 90,000 cubic yards of sanding material to be used by District 9 and District 2C at Mt. Hood.

The material source to be used is the White River Sand Pit at MP 61.70 of Highway 35, Mt Hood Highway 26.

The contract calls for crushing and screening the sanding material, and pit cleanup and restoration.

Forest Service permits have been applied for.

Please schedule for the earliest possible bid opening with work to begin in May or early June and completion to be by September 1, 1980.

The estimated costs of $400,000 should be split 23 percent to District 9, and 77 percent to District 2C. District 9 Prefix 43-4411-90 and District 2C Prefix 43-4403-190.

DAW/gw/ja

cc: Edward L. Hardt
Harry E. Woodward

MAINTENANCE ENGINEER
RECEIVED
☐ FOR JAN 23 1980 ☐ MMS
☐ ME ☐ MOE ☐ MSM ☐ MOC ☐ AS
☐ SME ☐ OSE ☐ FC ☐ LE ☐ TA

SPECIAL PROVISIONS

Produce and stockpile 90,000 cubic yards of 1/2" - 0 sanding rock.

The materials source shall be the White River Sand Pit located on Highway 35 (State 26) at Mile Point 61.70, Mt. Hood National Forest.

The sanding rock shall be stockpiled as follows:

60,000 cubic yards at the Oregon State Highway Division sand stockpile site at the junction of Highway 53 and Highway 26, Highway 26 Mile Point 57.45.

30,00 cubic yards at the Oregon State Highway Division sand stockpile site near Mt. Hood Meadows on Highway 35 (State 26) at Mile Point 65.0.

Forest Service permits from the Zigzag Ranger District will be obtained by the Highway Division.

The materials production, pit work, stockpile, and all other operations shall conform to all federal, state, and local requirements and regulations.

1974 Standard Specifications for Highway Construction to apply.

The furnishing of aggregates in stockpiles shall be in conformance with Section 350 of the Standard Specifications supplemented and/or modified as follows:

The designated size shall be 1/2" - 0 and shall meet the following grading requirements:

Passing 3/4" sieve ------------------------- 100%

Retained on 1/2" sieve --------------------- 0 - 15%

Payment shall be made for cubic yards of sanding rock in stockpiles. Measurement shall be stockpile measure.

The payment for cubic yards of sanding rock in stockpiles shall be total compensation for all work required under this contract including but not limited to, Aggregate production, haul, stockpiling, pit cleanup and restoration, and removal of the rock point in the northwest quadrant of the pit.

WORK TO BE DONE AT THE PIT

The contractor shall crush and utilize all material 12 inch or less in size.

Excavation shall be limited to the north and northwest face of the pit including the existing tailings pile on the north face. The pit face shall be worked to produce a uniform material containing the highest possible amount of fractured material.

The tailings pile consists of an estimated 8,000 cubic yards and shall be blended with the pit material and used to produce the sanding material.

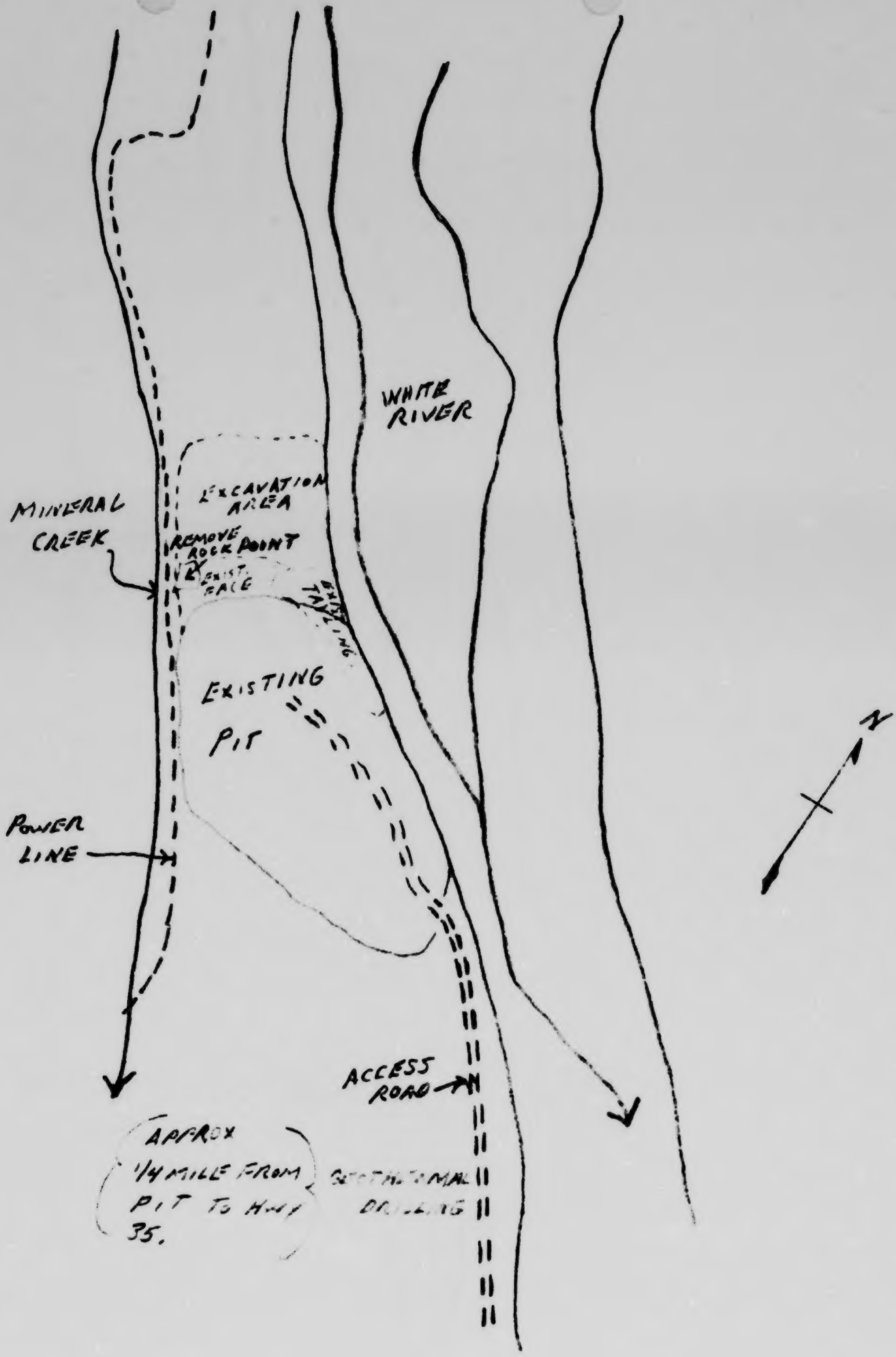
Excavation and restoration of the source shall be conducted in conformance with US Forest Service "Mineral Materials Permit" and shall include placing all oversized material, not used in the aggregate production, in the floor of the pit to raise the floor elevation to a level approximately 20 feet above White River. This will raise the elevation of the existing floor approximately 10 to 12 feet. This work may be done during the crushing operation or as part of the clean-up after the crusher has been removed.

The floor of the pit shall be left in a uniform condition free from protrusions of large rock and pleasant in appearance. The west slope of the pit shall be continued on a 3:1 slope and shall blend with the existing slope.

The Highway Division may increase or decrease quantities by 25% at either and/or both locations.

Columbia Sand and Gravel has requested to be listed as a prospective bidder for this contract.

Columbia Sand & Gravel Co.
P.O. Box 20096
Portland, OR 97220


WHITE RIVER
EXCAVATION AREA
MINERAL CREEK
REMOVE ROCK POINT
EXIST. FACE
EXISTING TAILING
EXISTING PIT
POWER LINE
N
ACCESS ROAD
APPROX 1/4 MILE FROM PIT TO HWY 35.
GEOTHERMAL DRILLING

STATE OF OREGON
MICROFILMED PUBLIC RECORD

(IN ACCORDANCE WITH THE PROVISIONS OF ORS 192.040 THROUGH 192.070)

NAME OF AGENCY OREGON DEPARTMENT OF TRANSPORTATION
TITLE OF RECORD SERIES CONSTRUCTION CONTRACTS
ARRANGEMENT OF RECORDS CONTRACT NUMBER
INDEX NONE

INDEXING BEGINS WITH : #9101 ("1980") ENDS WITH #9120 ("1980")

FLASH CARDS:

REMARKS:

CAMERA: MAKE AND MODEL	FILM TYPE	REDUCTION RATIO	REEL NUMBER	PROJECT NUMBER
BELL AND HOWELL FILEMASTER	16MM AHU	21X	217	

CAMERA OPERATOR'S CERTIFICATION

I CERTIFY THAT I HAVE ON THIS 24th DAY OF July 1991 PHOTOGRAPHED THE DOCUMENTS APPEARING ON THIS ROLL OF FILM, THAT THEY ARE TRUE COPIES OF DOCUMENTS FOUND IN THE RECORD FILE DESCRIBED ABOVE, AND THAT THE INTEGRITY OF THE ABOVE DESCRIBED RECORD FILE HAS BEEN MAINTAINED ON THE FILM BY MICROFILMING EACH DOCUMENT IN THE EXACT ORDER IN WHICH IT WAS FOUND IN THE FILE WITH THE EXCEPTION, IF ANY OF DOCUMENTS OMITTED BECAUSE OF TECHNICAL DIFFICULTIES AND / OR BY ERROR, AS INDICATED ON THE FILM IN THE CROSS REFERENCE NOTES OR RETAKE CERTIFICATE.

I FURTHER CERTIFY THAT THE MICROFILM ON WHICH THESE DOCUMENTS ARE RECORDED WAS PROCURED AS PERMANENT FILM OF THE SLOW BURNING CELLULOSE ESTER OR POLYESTER TYPE KNOWN AS SAFETY PHOTOGRAPHIC FILM. THAT THIS FILM CONFORMS TO THE APPLICABLE STANDARDS OF THE AMERICAN NATIONAL STANDARDS INSTITUTE; AND THAT THE PROCESSING CONFORMS TO THE STANDARDS FOR PERMANENT FILM; AND THAT SAMPLES OF FILM PROCESSED BY THIS SERVICE ARE PERIODICALLY TESTED TO ASSURE CONFORMANCE WITH THESE STANDARDS.

Karen Roth

SIGNATURE OF CAMERA OPERATOR

731-0299 (4-90)

STATE OF OREGON
MICROFILMED PUBLIC RECORD

(IN ACCORDANCE WITH THE PROVISIONS OF ORS 192.040 THROUGH 192.070)

NAME OF AGENCY
OREGON DEPARTMENT OF TRANSPORTATION

TITLE OF RECORD SERIES
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